

Books

W. Wilson.

Sailor's POCKET BOOK.

Messon.

Business Notices.

Selected from the Works of the Best Authors, as they are pub shed.

JUST RECEIVED

THE HISTORY OF PENDENNIS, by Thackeray | THE PROPHET OF THE GREAT SMOKEY

MISCELLANEOUS ESSAYS AND SKETCHES, by On MARCH, by John Strange Winter.

FIRST PERSON SINGULAR, by Christia Mur- A Big Assortment of 40-cent NOVELS.

TTAVE made special arrangements to

(new cheap edition).

SNOOPING, by Charles E. Leland.

UNDER THE RED FLAG, by Braddon.

BAD TO BEAT, by Hawley Smart.

STRUCK DOWN, by Hawley Smart.

A DRAMA IN MUSLIN, by George Moore.

DELIGHTFUL THAMES, by E. F. Manning.

CONTRIBUTIONS TO PUNCH, by Thackeray.

THE GOLDEN DAYS, by Edna Lyall.

THE VALLEY OF TEETOTUM TREES, by Phil.

Hongkong, September 13, 1886.

CONG FOLIO :-- 115 of the Newest

OCAL FOLIO: A collection of 83

Modern Songs not found in the Ori-

DANCE FOLIO, Vol. I & II :-- A collec-

of the Latest and Most Popular

JEEMES KAYNE, second series.

ALIETTE, by Octave Femillet.

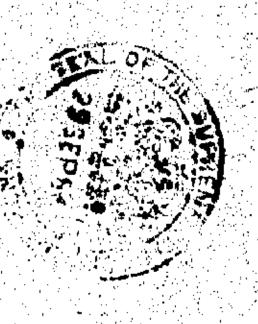
Molka, by B. L. Farjeon.

WE Two, by Edna Lyall.

Gilbert's Comic OPERAS.

OUR SENSATION NOVEL, by McCarthy.





Vol. XLII. No. 7224.

號八十月九年六十八百八千一英

HONGKONG, TUESDAY, SEPTEMBER 28, 1886.

Mountains, by C. E. Craddock.

SUNDERED HEARTS, by Annie L. Swan.

REPRESENTATIVE MEN. by Emerson.

HIDDEN DEPTHS, by W. S. Allen.

Goodfellow's READY CALCULATOR.

Anderson's MERCANTILE LETTERS.

Annadale's Concise Dictionally.

Glenny's GARDENING AT A GLANCE.

Ancient and Modern Hymn Books.

REVISED TESTAMENT and BIBLE.

CHEAP DICTIONARIES, from 25 cents each.

PRAYER BOOKS (very small, for the pocket).

PSALMS and HYMNS FOR DIVINE WORSHIP.

LANE, CRAWFORD-& Co.

Hayell's ANNUAL CYCLOPÆDIA.

MANTEVERER'S MILLIONS, by T. Wemyss

KORTI TO KHARTOUM, by Col. Sir Charles

THE SEAMY SIDE OF FINANCE, by M. Laing-

UNDER CURRENTS, by Arthur Goddard.

A FALLEN IDOL, by F. Anstoy.

THE BLUE VEIL, by Du Boisgobey.

日一初月九年戌丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. G. Gronge HONGKONG, CANTON AND MACAO STREET & Co., 30, Cornhill. GORDON & Goton, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE: -AMEDEI PRINCE & Co. 36, Rue Lafayette, Paris. NEW YORK :-- ANDREW WIND, 21, Park

SAN FRANCISCO and American Ports and Macao at 9 p.m. generally :- BEAN & BLACK, San Fran-

ZEALAND: GORDON & GOTOH, Mel- | will be taken. hourne and Sydney. CEYLON :- W. M. SMITH. & Co., THE but no Meals. APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c. :- SAYLE & Co., Square, Singapore. C. Heinszen

CHINA :- Macao, F. A. DE CRUZ. Swatow, Quelon & Co. Amoy, Wilson, NICHOLLS & Co. Foochow, HEDGE & Co. Stanghai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohomo. LAVE, CHAWFORD & Co., and KELLY

Banks.

THE NEW ORIENTAL BANK

CORPORATION, LIMITED. AUTHORISED CAPITAL....£2,000,000 PAID-UP....£ 500,000 REGISTERED OFFICE,

40. THEEADNEEDLE STREET, LONDON. BRANCHES:

In India, Chins, Japan and the Colonies. THE Bank RECEIVES Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits :-Fixed for 12 months, 5 per cent. per annum.

On Current Deposit Accounts 2 per cent per annum on the daily balance. APPROVED CLAIMS on the ORIENTA

BANK CORPORATION, in Liquidation, or the Balances of such Claims purchased on advantageous terms.

THE NATIONAL LIFE ASSURANCE SOCIETY H. A. HERBERT, Manager.

Hongkong Branch. Hongkong, May 31, 1886. HONGKONG & SHANGHAI BANKING

CORPORATION.

RESERVE FOR EQUALIZATION) \$ 200,000 of Dividends,..... RESERVE LIABILITY OF PRO- \$7,500,000

COURT OF DIRECTORS. Chairman A. Molver, Esc. Deputy Chairman-M. GROTE, Esq. Hon. J. Bell Invinc. | H. Hoppius, Esq. O.D. BOTTOMLEY, Esq. E. H. M. HUNTING-W. H. F. DARBY, Esq. TON, Esq. H. L. DALRYMPLE, | Hon. A. P. McEwen. Hon. F. D. Sassoon.

CHIEF MANAGER. Hongkong,..... THOMAS JACKSON, Esq. Acting Chief Manager-John Walter, Esq. Manager. Shanghai, Ewry. Cameron, Esq.

LONDON BANKERS .- London and County Bank. HONGKUNG. INTEREST ALLOWED.

N Current Deposit Account at the rate of 2 per cent. per annum on the daily balance. On Fixed Deposits:--For 3 months, 3 per cent, per annum. 4 per cent. 5 per cent. and

LOCAL BILLS DISCOUNTED. Oredits granted on approved Securities and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. JOHN WALTER.

Acting Chief Manager. Hongkong, August 28, 1886. NOTICE

DULES OF THE HONGKONG SAVINGS' BANK.

.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having ELW or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. . 4. Interest at the rate of 31 per cent. per annum will be allowed to depositors on

their daily balances. 6. - Rach Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and begin-

6. - Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China

7. -Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONOKONG & SHANGHAI BANKING CORPORATION. JOHN WALTER, Acting Ohief Manager

Intimations.

STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

THE HONAM will make a TRIP to MACAO and Back on SUNDAY, the 3rd October, leaving Hongxong at 9 a.m.,

First Class Fare to Macao and back, \$2. No Second Class or Single Fares. Chinese AUSTRALIA, TASMANIA, AND NEW | Servants, 50 Cents each way. No Chits Refreshments will be supplied on Board,

> T. ARNOLD, Secretary.

Hongkong, September 27, 1886. UNION INSURANCE SOCIETY OF

CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

TOTICE is hereby given that the OLIVER'S BRIDE, by Oliphant. Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be LOOSE REINS, by Wanda. IRELAND, by Andrew Reid. held at its HEAD OFFICE, Hongkong, on SATURDAY, the 2nd Proximo, at 12 SOCIAL VICISSITUDES, by F. C. Phillip. o'Clock, Noon, for the purpose of receiving A FIGHT FOR FORTUNE, by Du Boisgobey. the Report of the Directors, together with A TERRIBLE COWARD, by G. Melville Fenn. THE PARALLEL TESTAMENT. Statement of Accounts for the year 1885, and for the half-year ending 30th June,

The Transfer BOOKS of the Society will be CLOSED from the 23rd Instant to the 2nd Proximo, both days inclusive.

By Order of the Board, N. J. EDE,

Hongkong, September 20, 1886. 181 HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS ore requested to sond in a STATEMENT GALAXY OF SONG :-- A collection OF BUSINESS Contributed during the Half-Year ended 30th June, 1886, on or before the 30th September next, on which date the Accounts will be Closed. By Order of the Board of Directors, DAVID GILLIES,

HONGKONG HOTEL

THE HOTEL is now prepared to SUPPLY

CHINA AND JAPAN TELEPHONE

COMPANY,

(HONGKONG EXCHANGE.)

THE above COMPANY is about

SHANGHAI EXCHANGE, which has met with

the greatest success since instruments of

A. J. THOMPSON,

4. Club Chambers,

CHINA & JAPAN TELEPHONE Co.,

Hongkong,

the latest pattern have been in use.

ELECTRIC BELLS, &c., SUPPLIED.

Hongkong, September 22, 1886.

NOTICE.

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are

their arrival in this Harbour, NONE of

the Company's FOREMEN should be at

hand, Orders for REPAIRS if sent to the

HEAD OFFICE, No. 14, Praya Central, will

In the Event of Complaints being found

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,

Jewellers, Gold & Silversmiths.

ATAUTICAL, SCIENTIFIC AND

INSTRUMENTS.

VOIGTLANDER'S CELEBRATED

BINOCULARS AND TELESCOPES.

Ritchie's Liquid and other Compasses.

ADMIRALTY & IMRAY CHARTS,

NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.

Christofie & Co.'s Electro-Plated Ware.

GOLD & SILVER JEWELLERY.

in great variety.

DIAMONDS

~ AND ~

DIAMOND JEWELLERY,

A Splendid Collection of the Latest London

TENDERS

MOR REPAIRS of the Norwegian

at the Office of the Undersigned up to

Noon, on THURSDAY, the 30th Instant.

Separate Tenders are requested for :-

1 .- MASTS, SPARS and IRON WORK, com-

2.—Repairs to Hull above Copper, and

3. - STANDING RIGGING fitted complete,

For Particulars of the Work, apply to the

RE-RIGGING and RUNNING RICGING.

MELOHERS & Co.,

A cents.

Two New Boars.

4.—ONE SUIT SAILS, complete.

5. - DOORING for EXAMINATION.

6.—Re-correring if required.

to accept the lowest or any Tender.

Hongkong, September 22, 1886.

MASTER on Board.

Barque BOTVID will be RECEIVED

PATTERNS, at very moderate prices. 742

METEOROLOGICAL

receive prompt attention.

Hongkong, August 25, 1885.

satisfaction.

respectfully informed that, if upon

For full Particulars, apply to

PICNIO PARTIES, &c., with all

Hongkong, August 30, 1886.

REQUISITES on Moderate Terms.

Hongkong, September 7, 1886.

Secretary.

A. FONSECA.

Assistant Manager.

Late Popular Songs - - - - \$1.00 WALTZ ALBUM :-- 176 Pages of the very best Modern Waltzes - - \$1.00 Folio of Music :- New Waltzes, Polkas, Quadrilles and Danco Music \$1.00 Songs of England :- A collection of over 190 Old Standard British Songs \$1.00 | OPERATIC GEMS: -Beautiful Melodies Songs of Scotland :- All the Old Favorite Scotch Songs - - - \$1.00 Hongkong, August 26, 1886.

CALL ATTENTION TO THE FOLLOWING VEHY CHEAP COLLECTIONS OF INSTRUMENTAL MUSIC. SONGE OF WALES:—A collection of Standard Welsh Songs - - - \$1.00 and Most Popular Songs - - \$1.00 Songs of France: - A collection of the best French Songs with French and English Words - - - - \$1.00 ginal Song Folio - - - - \$1.00 Gemr of English Song:—The best and most carefully compiled collec-Dance Music - - - - \$1.00

tion of Modern Songs published - \$2.50 Shower of Pearls:—The only good collection of Modern Vocal Duets . published - - - - \$2.50 GEMS OF THE DANCE :- A capital selection of Good Modern Dance Music \$2.50 GEMS OF STRAUSS :-- A selection of his best Waltzes - - - - \$2.50 from the Most Popular Operas - \$2.50

LANG & CO. ROBERT

Meet the increasing requirements of our Business, we have leased the SHOP recently occupied by Mr. H. Campbell, Hairdresser, and have opened up communication between it and our Original Premises.

In making this intimation to our Customers, we would also inform them that our NEW, AUTUMN STOCK is now being shown, replete in all the latest Styles and Materials, and Purchasers may rely upon obtaining from us, only Goods that are new and in OPEN a BRANCH at this Port to good condition; all Stock that had deteriorated from any cause be worked on the same principle as the whatever having been Sold at Auction a few weeks ago, as we do not consider it to our advantage to keep old Stock from year to year. Subscription for One Telephone is \$80

per Annum, payable Quarterly in advance. From our practical knowledge of Tailoring, Shirt-making, and Gentlemen's Outfitting, to which we confine ourselves, we can ensure our Customers careful attention, good value, and punctuality in the fulfilment of orders.

Hongkong, September 16, 1886.

Victoria Elotel. Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horas in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious,

large DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service.

necessary, Communication with the Undersigned is requested, when immediate steps Continental languages are spoken. will be taken to rectify the cause of dis-Messrs. DORABJEE & HING KEE,

Hongkong, September 16, 1885.

BON MARCHE. (CHEAP MARKET.)

ADJOINING THE STAG HOTEL (NEXT DOOR). STOCK OF FANCY AND USEFUL ARTICLES. At Cash Prices and for Cash only.

Musical Instruments. TOBACCOS: CIGARS. LEATHER GOODS. CLOCKS, and a varied Stock of Fancy GOODS of all kinds.

BON MARCHE, next door to THE STAG HOTEL. Hongkong, September 8, 1886.

EX STEAMSHIP

NEW MATERIALS, OVER 350 PIECES.

PRICE from 15 CENTS per Yard. W. POWELL & Co.

VICTORIA EXCHANGE, September 14, 1886.

BRITISH NORTH BORNEO.

TT is hereby notified that for the present and until a GOVERNMENT OFFICER is appointed in CHARGE of the GOLD FIELDS, the Government reserve the full right of REFUSING PERMITS to EUROPEANS, AUSTRALIANS OF AMERICANS to reside of The Undersigned do not bind themselves | work in the Segama Gold Fields District.

By His Excellency's Command, L. B. VON DONOP. Acting Colonial Secretary. Sandakan, 26th August, 1886,

THE CHINESE INSURANCE COMPANY, LIMITED. NOTICE.

THE Transfer BOOKS of this Company will be OLOSED from the 23rd the 30th Instant, both days inclusive. By Order of the Board of Directors,

SAML, J. GOWER, Secretary.

Intimations.

GRIFFITH'S VIEWS OF HONGKONG NOW READY, DUDDELL STREET.

> GRIFFITH & Co., MANUFACTURERS OF THE

LONDON ÆRATED WATERS. 1, DUDDELL STREET. Continue to Supply: WATER. LEMONADE.

GINGERADE. Tonic RASPERRIYADE, SELTZBR &c., &c., &c. SARSAPARILLA II At the same Moderate Charges.

Hongkong, June 9, 1885. COMPANY, LIMITED.

NYOTICE is hereby given that an EX-IN TRAORDINARY General MEET-ING of the above-named Company will be held at the Registered Office of the Company, Pedder's Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, at 4 p.m. the 13th day of October; 1886, at 12 of the Clock, Noon, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 20th day of September, 1886, will be submitted for Confirmation as a Special

Resolution. RESOLUTION. That Article No. 17 in the Articles of Association be altered by eliminating therefrom the figures \$100,000 where they appear twice therein and substituting for such figures, the figures \$150,000. JARDINE, MATHESON & Co.,

General Managers. Dated 20th day of September, 1886. 1809

To Let.

TO LET.

INROM the 1st September next, the Commodious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the Hongkong & Shanghai Banking Corforation. For further Particulars, apply to the Indersigned.

E. L. WOODIN, Acting Superintendent. Hongkong, August 21, 1886.

TO LET.

FIVE-ROOMED HOUSE at the PEAK, Good TENNIS GROUND attached. Apply to DENNYS & MOSSOP.

Hongkong, January 28, 1886.

For Sale.

FOR SALE.

TULES MUMM & Co.'s OHAMPAGNE

Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES. Baxter's Celebrated 'Barley Bree'

WHISKY,-\$74 per Case of 1 doz. GIBB. LIVINGSTON & Co. Hongkong, July 18, 1884.

WASHING BOOKS. (In English and Chinese.) TATASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each. CHINA MAIL Office.

Shipping.

Steamers.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship Commandant MACE will be despatched for SHANGHAI shortly after her arrival from

G. DE CHAMPEAUX, Hongkong, September 24, 1886. 1838

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship Commandant BENOIS will be despatched for KOBE and YOKOHAMA shortly after the arrival of the Mail Steamer from Europe. G. DE CHAMPEAUX, Agent 🐬

Hongkong, September 24, 1886. 1839 EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

ADELAIDE, VIA SINGAPORE. (Calling at PORT DARWIN & QUEENS-LAND PORTS, and taking through Cargo to NEW ZEALAND, TAS-MANIA, &c.)

The Steamship "Menmuir. Captain THELMS, will be despatched for the above Ports on THURSDAY, the 30th Instant,

For Freight or Passage, apply to Agents.

RUSSELL & Co.,

Shipping.

Steamers. FOR SINGAPORE, PENANG AND

OALCUTTA. The Steamship Captain T. S. GARDNER, will be despatched for the

above Ports on WEDNESDAY, the 29th Instant, at 3 p.m. For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Hongkong, September 24, 1886.

THE GIBB LINE OF STEAMERS. FOR PORT DARWIN, QUEENSLAND

PORTS AND NEW ZEALAND. THE HONGKONG FIRE INSURANCE | (Destination WELLINGTON, where thr Cargo for other NEW ZEALAND PORTS will be transhipped.)

The British Steamship Rosamond.Capt. Mortleman, will be despatched as above on THURSDAY NEXT, the 30th Instant

FOR SYDNEY (DIRECT) AND MELBOURNE.

Taking through Cargo for ADELAIDE TASMANIA and NEW ZEALAND.) The British Steamship Pathan. Captain Rowley, due on the 29th Inst., with

part Cargo from Japan and Foochow, will be despatched as above on TUESDAY, the 5th Proximo, at 4 p.m. The Steamer has excellent Accommodation for First-class Passongers.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, September 27, 1886. 1857

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM FOR

SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE. (Taking Cargo at through rates to CAIr OUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and

ADRIATIO PORTS.) The Co.'s Steamship Capt. P. Radonicich, will be despatched as above Vorwaerts. on SATURDAY, the 2nd October, at Noon. For further Particulars, regarding Freight and Passage, apply to the Agency of the

Company, Praya Central. O. BACHRACH,

Hongkong, September 17, 1886. 1791 OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Captain Jackson, will be despatched as above on SATURDAY, the 2nd October. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, September 27, 1886.

SHIRE LINE OF STEAMERS. FOR LONDON AND HAMBURG. The Steamship Breconshire. W. WARING, Commander, will be despatched for above Ports on or about the 2nd October.

For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, September 21, 1886. NAVIGAZIONE GENERALE ITALIANA FLORIO & RUBATTINO UNITED COMPANIES.

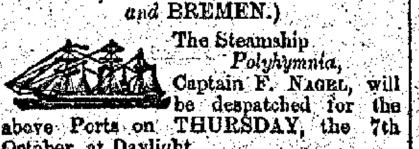
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND MARSEILLES.

(Taking Cargo at through rates to all MEDI ferranean & Levantine PORTS, ODESSA & ALEXANDRIA and also to NEW YORK & BUENOS AYRES (MONTEVIDEO.)

The Co.'s Steamship R. Rubattino
will be despatched as
above on MONDAY, the 4th October. The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewardess.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. -Hongkong, September 23, 1886.

FOR SYDNEY, MELBOURNE AND FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ CANAL (Taking Cargo at through rates to INTWERP, AMSTERDAM, ROTTER-DAM, LONDON, LIVERPOOL



be despatched for the October, at Daylight.

For Freight or Passage, apply to SIEMSSEN & Co., Agents.

Shipping.

Steamers.

STEAM TO SHANGHAL The P. & O. S. N. Ce.'s Steamship Verona

place about 24 hours after her arrival with

the outword English Mails. E. L. WOODIN, Acting Superintendent.

P. & O./S. N. Co.'s Office, Hongkong, September 27, 1886.

will leave for the above

Sailing Vessels.

FOR SAN FRANCISCO. The 100 A.1. American Ship , T. F. Oakes, CLIFF, Master, will load here for the above Port, and will

have quick despatch. For Freight, apply to RUSSELL & Co. Hongkong, September 6, 1886. 1722

FOR NEW YORK:

The American Barque Annie W. Weston, DUNCAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL'& Co. Hongkong, September 13, 1886.

Notices to Consignees.

FROM LONDON. THE BRITISH BARQUE

ONSIGNEES of Cargo by the abovenamed Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and apred at Consignees' risk and expense. 🧳

ANTOINETTE.

MELOHERS & Co. Hongkong, September 25, 1886.

NOTICE TO CONSIGNEES. FROM CALCUTTA; PENANG AND

SINGAPORE THE Steamship Japan having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge will be at once landed and stored at Consignees' risk

and expense, and no Fire Insurance will be Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 28th Instant. DAVID SASSOON, SONS & Co.,

Hongkong, September 24, 1886.

FROM GLASGOW, LONDON, PENANG AND SINGAPORE.

INHE Steamship Glenorchy having arrived

from the above Ports, Consignees of

Cargo by her are hereby informed that their Goods, with the exception of Opium. are being landed at their risk into Messra. JARDINE, MATHESON & Co.'s Godowns, West Point, whence delivery may be ob-Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m.

Cargo remaining undelivered after the 30th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, September 24, 1886.

GERMAN BARQUE PAPA, Captain C. L. HENNE, FROM HAMBURG. CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

SIEMSSEN & Co.,

Cargo impeding the discharge will be at

once landed and stored at Consignees' risk

Hongkong, September 25, 1886. Not Responsible for Debts.

A Jeither the Captain, the Agents, nor

Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-Annie H. Smith, American ship, Capt. R. B. Brown.—Arnhold, Karberg & Co. ANTIOCH, American barque, Capt. H. J. Hemingway.—Arnhold, Karberg & Co. BILLY SIMPSON, British barque, Capt. F. .. Brown.—Captain.

Botvid, Norwegian barque, Captain Ch. Henriksen.-Melchers & Co. GALATEA, British ship, Captain William Colville,—Borneo Co., Ltd. GRANDRE, American ship, Captain T. H. Evans. - Melchers & Co.

HARVESTER, American ship, Captain Wm. Taylor. - Order. HYDRA, German barque, Capt. C. Binge. -Siemssen & Co.

JOHN FRAHRY, British ship, Capt. Thos. Ryan. - Messageries Maritimes. PENDESCOT, American barque, Capt. O. G. Eaton, -Adamson, Bell-& Co. RIESTON, British baroue, Captain Jan. Neave. -- Iardine, Matheson & Co. SARAH HIGNETT, American ship, Capt. A. Morgan. - Ed. Sodelthas & Co.

James Garrick .- Siemzsen & Co.

Hongkong, September 27, 1886.

SPINAWAY, British barquentine, Captain

MacEWEN, FRICKEL & Co. VICTORIA EXCHANGE, QUEEN'S ROAD CENTRAL.

STORES.

EX AMERICAN MAIL STEAMER. Smoked HAMS. Goldon SYRUP in Gallon Tins. Assorted SYRUPS. CUTTING'S Table FRUITS. ... ASPARAGUS.

Queen OLIVES. Sausage MEAT. CAVIAR. Potted MEATS.

MACKEREL in 5th Tins. Eagle Brand MILK. Lamb's TONGUES. Green CORN. Baked BEANS. BRAWN.

A LARGE ABSORTMENT

COOKING AND PARLOUR

STOVES.

WARE COOKING UTENSILS. WOFFLE IRONS. OHARCOAL IRONS. KEROSINE LAMPS. NONPAREIL KEROSINE OIL.

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @ \$11 and \$12. CUP CHAMPAGNE, Pts. & Qts. @ \$12 and \$14.

SACCONE'S SHERRY. SACCONE'S INVALID PORT. ROYAL GLENDEE WHISKY. JAMESON'S WHISKY OLD BOURBON WHISKY. HEERING'S CHERRY CORDIAL. ASSORTED LEQUEURS. DRAUGHT, ALE and PORTER.

THE USUAL ASSORTMENT

OILMAN'S STORES.

Lowest Possible Prices

FOR, CASH.

Macewen, Frickel & Co. Hongkong, July 1, 1886.

To-day's Advertisements FOR LONDON VIA SUEZ CANAL.

The Steamship Glengarry, • Captain TAYLOR, will be despatched as above on THURSDAY, the 30th Instant, at 3 p.m. This Steamer has superior First-class Accommodation for Salcon Passengers and carries a Doctor and Stewardess.

For Freight or Passage, apply to A JARDINE, MATHESON & Co. Hongkong, September 28, 1886.

DOUGLAS STEAMSHIP COMPANY

LIMITED. FOR SWATOW. The Co,'s Steamship

Captain WYLLIE, will be Port on THURSDAY, the 1st October, at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, September 28, 1886.

> FOR SHANGHAI. The Steamship Gilsland.

Captain Wm. Ports, will be despatched for the above Port on FRIDAY, the 1st October, at 4 p.m.

For Freight or Passage, apply to SIEMSSEN & Co. Hongkong, September 28, 1886. 1861

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SHANGHAL

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Canton. Capt. BREMNER, will be Capt. Bremner, will be Douglas Steamship Co., Limited 20,0003 SATURDAY, the 2nd October, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, September 28, 1886.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship Capt. Thompson, will be despatched as above on SATURDAY, the 2nd October. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. 1858 H. & M. Glass Manufacturing Co.... 4,000 \$ Hougkong, September 28, 1885.

TO LET. DOOMS in 'COLLEGE CHAMBERS.' Nos. 7 and 9, SEYMOUR TERRACE. No. 16, HOLLYWOOD ROAD.

Apply to DAVID SASSOON, SONS & Co. Hongkong, September 28, 1886.

To-day's Advertisements.

NOTICE. Mr. Charles david wilkinson NI Solicitor, Joins me in Co-Partnersure from this date, and our Business will in future be carried on under the Style of 'QALDWELL & WILKINSON. Hongkong, 28th September, 1886.

DANIEL E. CALDWELL. Solicitor. 50, Queen's Road.

TO BE LET.

TROM the First of November, THE NEW PREMISES, BANK BUILDINGS, immediately opposite the Hongkone Horel's Main Entrance. On the Ground Floor Two Handsome Plate-Glass Snor Frontages each of 40 feet, and on the Second Floor a Suite of 2 large and airy Rooms.

BREEZY POINT,' ROBINSON ROAD. With Immediate Possossion.

GODOWNS at WEST POINT-Large and

Apply to

COAL STORAGE. 'BISNEE VILLA,' PORFULUM.

SHARP & Co. Hougkong, September 28, 1886. 1862

SHIPPING.

ARRIVALS. September 27, 1886 :--

Yangtsé, French steamer, 2,371, Lormier, Shanghai September 25, Mails & General, -- MESSAGERIES MARITIMES. Benlarig, British steamer, 1,482, Clark, London August 15, and Singapore September 21, General.—Gibb, Livingsion & Co.

September 28:--Johann, German steamer, 428, H. Bi ge, Tientsin September 20, and Chefoo 22 General - Wieler & Co.

Canton, British steamer, 1,110, J. Bremner, Shanghai September 25, General.-JARDINE, MATHESON & Co.

Smehow, British steamer, 313, C. Koch Pakhoi Sept. 24, and Hoihow 26, General Autioch, American barque, 953, H.

Hemingway, Newcastle August 4, Coal. ARNHOLD, KARBERG & Co. Neckar, German steamer 1,870, H. Baur, Shanghai September 26, Mails and General. -Melchers & Co.

Penobscot, American barque, 1,066, O. G. Eaten, Newcastle (N.S. W.) Aug. 12, Coal. -Adamson, Bell & Co. Tarapaca, British barque, 494, G. F. Graham, Manila September 17, Balla t .-

Fokien, British str., 509, J. S. Wyllie, Amoy September 27, General. - Douglas

Glengarry, British stenmer, 1,955, Taylor, Amey September 27, General.-JARDINE, MATHESON & Co. OLEARED.

Alex. McNeil, for New York. J. II. Bowers, for Honolulu. Saltee, for Haiphong. Protos, for Saigon. Anton, for Hoihow and Pakhoi. Normanton, for Nagasaki. Benlarig, for Yokohama,

Destination.

Hamburg, and Ports of Call

Havre, &c., via Suez Canal.

London, via Suez Canal.

London, via Suez Caual.

Kobe and Yokohama.....

London and Hamburg.......

Maracilles, Genoa, &c.....

Stocks.

INSURANCES.

Hongkong and Shanghai Bank Corp. 60,000 \$

North-China Insurance Co., Ld..... 5,000 E

Yangtsze Insurance Company, Ld.... 8,000 E

Union Insurance Society Co., Ld.... 10,000 8

China Traders' Insurance Co., Ld.... 24,000 3

Canton Insurance Office Co., Ld..... 10,000 9

Hongkong Fire Insurance Co., Ld... 8,000 8

China Fire Insurance Co., Ld.......20,000

HK. C. and M. Steamboat Co., Ld. 8,000 3

[ndo-China S. N. Company, Limited 18, 387] &

China and Manila S. S. Co., Ld. 3,500 8

H'kong & Whampon Dock Co., Ld. 12,500

HK. and China Gas Co., Limited. \ 5,100 C

Hongkong Hotel Company, Lt.... 3,000 8

Ohlna Sugar Company, Limited 9,000

Hongkong Ice Company, Limited ... 5,000 !

Luzon Sugar Company, Limited..... 7,000 1 Perak Tin Mining & Sting Co...... 5,000 8

Selangore Tin Mining Co. (Shai)..... 2,500

Puniom & Sunghie Dua Samatan 40.000 8

H'kong Rope Manufactory Co., Ld. 3,000 8

A. S. Watson & Co., Limited 3,800\$

Chinese Imp. (Ch. Bank Loan) 1885 2790

1884 A..... 27908

27908

1884 в....

1884 c.....

3.000 shs. issued

Hongkong Bakery Company, Ld. ...

ETEAMBOAT COMPANIES.

Chinese Insurance Co., Limited...... 1,500 8 1,000 \$ 200 \$

London, and Ports of Call.

DEPARTURES. September 28:-

Talwan, for Sydney via Foochow. Palamed, for Amoy and Shanghai. Mount Lebanon, for Newchwang. Rapid, for Bangkok. Achilles, for Singapore and London. Canton, for Whampon. Nanshan, for Swatow. Esmeralda, for Amoy and Manila. Namod, for Coast Ports. Johann, for Whampon.

PASSENGERS.

Per Yangtse, from Shanghai : for Hong. kong, Messrs G. L. Peabody, Olivar Ames, Baron de Chambrier, L. M. Gutterres, de Silva (Portuguose Vice-Consul), and 9 Chinese; for Marsoilles, Rev. E. Annelli, Mr T. C. A. Holz, and 9 Chinese. Per Benlarig, from Singapore, &c., 30

Por Johann, from Cheloo, &c., 4 Chinese. Per Canton, from Shanghai, 69 Chinese, Per Sochow, from Pakhoi, &c., 17 Chi-

Per Neckar, from Shanghai, Dr. Lührsen, (German Consul General), Mrs Lührsen, 6 children and 4 European servants, Messrs E. Ebrahim, H. Peterson, W. F. Finnis, and D. Smith

Per Penobscot, from Newcastle (N.S.W.), Mrs Eaton and son. Per Fokien, from Amoy, Mr Mohta, and Per Glengarry, from Amoy, Messrs Jones, Robert and Smith.

7 DEPARTED. Per Taiwan, for Sydney, Messrs J. Niblock, J. Summers, J. Gribben, A. Palmer, J. Fox and D. Nouton. Per Palamed, for Amoy, 40 Chinese. Per Mount Lebanon, for Newchwang, 2

Per Achilles, for Singapore, 378 Chinese. Per Namoa, for Amoy, Mossrs C. G. de Cawaths and Vaughan, and 30 Chinese. To DEPART.

Per J. H. Bowers, for Honolulu, 19 Chi-Per Saltee, for Haiphong, Capt. George Vlavianous, and 20 Chinese. Per Protos, for Saigon, 200 Chinese. Per Anton, for Holhow, &c., 50 Chinese.

SHIPPING REPORTS The German steamer Neckar reports: From Shanghai to Hongkong, voyage, 2. days " 54"; and experienced N.E. monsoon throughout with fair weather.

The British barque Tarapaca reports: Had variable weather with light N.W. winds and calms on the Coast of Luzon; and strong Easterly currents on the Coast of China, N.E. winds, and strong S.W.

The British steamer Fokien reports: Had moderate N.E. wind and fine weather throughout. Steamers in Amoy, Thales, Hailoong and Zafiro. The British steamer Glengarry reports : Had fresh N.E. winds and hazy, with N.E.

POST OFFICE NOTICES.

MAILS will close:-For УОКОНАМА & КОВЕ.-Per Benlarig, at 11.30 a.m., on Wednes-

day, the 20th inst. For STRAITS and CALCUTTA .-Per Japan, at 2.30 p.m., on Wednesday, the 29th inst. For HAIPHONG.-

Per Activ, at 4.30 p.m., on Wednesday, the 29th inst. For NAGASAKI, KOBE & YOKOHAMA. Per Normanton, at 5 p.m., on Wednesday, the 29th inst., instead of as proviously notified.

Vessels Advertised as Loading.

Neckar (s)......Baur..........Norddeutscher Lloyd......

Polyhymnia (s)......F. Nagel......Siemssen & Co......

Breconshire (s)...... W. Waring...... Adamson, Bell & Co......

Annie W. Weston.......DuncanRussell & Co......

Shanghai Jardine, Matheson & Co..... October 2, at 4 p.m.

SHARE LIST. -QUOTATIONS.

\$4,500,000

600,00° 8

155,000 \$

28,711.50

180,000

30,000 €

6,000 8

50 8

100 all

Paid- Position per LAST Report. Last Dividend

201 £ 50 Tls. 100,000 Tls. 625,484.55 Tls. 20 p. sh. Tls. 300 per share

Vesicls.

...R. Rubattino (s)

ShanghaiVerona (s)......

Shanghai, via Amoy...... Telamon (a).............. Jackson........

Sydney and Melbourne, &c.... Menmuir (s)...... Thelms......

Sydney and Melbourne.......Pathan (s)...............Rowley......

Glengarry (s) Taylor

Nestor (8) Thompson......

T. F. Oakes......Cliff......

Value.

POST OFFICE NOTICES. MAILS will close:-

For COOKTOWN, TOWNSVILLE, BRIS BANE & NEW ZEALAND.-Per Resamund, at 3.30 p.m., on Thursday, the 30th inst. For SHANGHAL -

Per Canton, at 3.30 p.m., on Saturday, the 2nd October. For SINGAPORE. Per Polyhymnia, at 4.30 p.m., on Wednesday, the 6th October.

MAILS BY THE FRENCH PACKET.-The French Contract Packet Yailise will be despatched on THURSDAY, the 30th September, with Mails for the United Kingdom, Europe, and places beyond, vid Naples; to Saigon, Straits Settlements, Batavia, Burmah, Coylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE GERMAN PACKET .-The German Contract Packet Neckar will be despatched on FRIDAY, the lat October, with Mails for the United Kingdom, Europe and countries beyond, vid Brindisi; to the Straits Settlemente, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar,

The hours observed in closing the Mails, &c. will be the same as in the case of the French Packet. Correspondence should be marked PER GERMAN MAIL, or with the name of the Packet.

MAILS BY THE UNITED STATES PACKET. -The United States Mail Packet San Pablo will be despatched on SATURDAY, the 2nd October, with Mails for Japan, San Francisco, the United States Canada, Honolulu, Peru, &c., which will be closed as follows :—

2.15 r.m. Registry ceases. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET .-The British Contract Packet Ancona wil be despatched on TUESDAY, the 12th October, with Mails for the United

Kingdom, Europe, and countries beyond, vid Brindisi; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE FRENCH MAIL. The following hours are observed in closing Mails, &c., by the French Contract

Packet:-Day before departure,-P.M.—Money Order Office closes Post Office closes, except the NIGHT Box, which is always open out of Office hours.

Day of departure,-A.M. -Post Office opens. A.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

A.M. - Mails closed, except for Late 11.10 A.M.—Letters may be posted with Late Fee of 10 cents until 11.30 A.M.—When the Post Office closes

11.40 A.M.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

Agents.

. Jardine, Matheson & Co....

Butterfield & Swire......

Russell & Co.....

Siemssen & Co......October Lgat 4 p.m.

Russell & Co.....September 30, at 4 p.m.

Gibb, Livingston & Co...... October 5, at 4 p.m.

Messageries Maritimes......Quick despatch.

P. & O. S. N. Co.....Quick despatch.

Butterfield & Swire......October 2.

2 111,760.34 £2 div. ½-year 160 % prem., buyers

2,868.89 6 % for 1885 \$185 per share

12,850.746 % half year 66 % prem., buyers

6,701.43 7 % half year \$114 % prem., buyers.

1,527.3.11 10 % and 2 % \$120 per share

1,321.41 \$6 half year \$184 per share

228,811.67 \$ 6 for 1881 \$87 per share

4,387.5.9 7 % for 1885 3 % dis.

439,089,41,831 p sh. /84,896

187 524.75 20 % P annum \$70

466,214.43 10 % for 1885 \$871

283,482.55 \$27.50 for '85 \$4324

1151.13 June 30/£6

13.451.51 None

690.66 816

1,094.523 %

First year

Payable.

funel6&Dec.

March 15

June 30

Oct. 15

Jan. 18

1,125.30.812

Carlowitz & Co......October 4.

Date of Leaving.

Oct. 7, at daylight.

About October 2.

...Quick despatch.

...Quick despatch.

September 28, 1886

Closing Quotations,

i, ex div.

n cash

October 12, at 4 p.m.

September 30, at 4 p.m.

September 30, at 3 p.m.

Quick despatch

MEMOS. FOR TO-MORROW Shipping. 3 p.m. -Japan leaves for Singapore,

Penang and Calcutta.

General Memoranda.

THURSDAY, September 30 :--Tenders for Repairs of the Norwegian barque Botvid received at the office of the Messrs Melchers & Co. up to Noon. Statement of Business with the Hongkong and Whampon Dock Co., Ltd., to be

sent in before this date. Goods per Glenorchy undelivered after this date subject to rent. FRIDAY, October 1 :-6.30 p.m.—Meeting of H.K. Football

Club at the Victoria Recreation Club. SATURDAY, October 2:-Noon.-Meeting of The Union Insurance Society of Canton, Ltd., at its Head Office, Hongkong.

GARDEN SEEDS. SEASON-1886.

MOST OF OUR TILOWER AND VEGETABLE SEEDS

NOW READY FOR DELIVERY. A Second Shipment is expected by

EARLY STEAMER

Speciality: ANSYSEE in packets of six-named varieties. FINE SELECTED SEEDS.

A. S. Watson & Co., Limited HONGKONG.

Price, \$1.00.

Hongkong, September 9, 1886.

The publication of this issue commenced

The China Filail.

HONGKONG, TUESDAY, SEPTEMBER 28, 1886.

THE remarks in the morning paper reference to the alleged Cargo-boat grievance are somewhat inconsequential. It is alleged that 'grievance-mongers (whatever that elegant expression may mean, when applied to the Committee of the Chamber of Commerce and to merchants generally) represented this matter to be a serious question; but because the whole affair has been drawn that the matter is of no consequence, and never was. 'This,' the writer continues, 'is to be regretted, for there is undoubtedly room for im- that the China Shippers Mutual S. N. Co.'s provement. Why all this reference to so-called 'grievance-mongers,' if the shelving of the question is to be regretted, and if there is room for improvement" The writer in the Press next proceeds to show certain phases of the grievance, and he floats the merchants concerned for having failed cause of what he styles the ridicalous fear of being boycotted. He fails to point out that the irresoluand those who knew the temper of the

tion of the Government in this matter was accepted by the boat-people as a sign that they could defy the merchants; by the Chief Justice. threatened hoat-league at that time will but smile when they are now told that instant, by the mail steamer. 'the collapse of the official inquiry goes boycotting that deterred people from as originally intended, Fryers' Circus has prosecuting, but simply that they did not proceeded to Bangkok. think the matter worth fighting about. Growing bolder as he proceeds, the writer in the morning paper explains the all the large shipping firms now have bitter complaints. But the real reason other way than by shelving the question probably been the main reason why the wharfage accommodation and lighterage to of late, and why the native Cargoboat industry will soon become extinct. At this time of day, however, it is somewhat remarkable that the Press should now give a one-sided resume of the agitation, scold every one concerned, and then, as if afraid of what he had said, write suggesting a legislative remedy for what he has already described as a thing invented

as follows:--Since, however, there is some doubt about the law, and the provision rendering it an offence for cargo boats to refuse hire inoperative without being repealed, a Bill ought to be introduced placing the matter on a proper footing, not only with regard to the particular provision, but also inisting regulations as may be shown to be necessary. It is true the public have not displayed much interest in the question. but the Government should not always exist at all, is confined to a few houses which have only occasionally cargo to move in the harbour, because all the large shipare independent of cargo boats, while the be for a number of years,

LOCAL AND GENERAL. PASSED SURE CANAL. OUTWARD BOUND :- Colombo, Angers, Aug.

27 : Amphitrite, Europa, 31 ; Clyde, Sept. 3 ; Glenfinlas, Hesperia, Clay- A RATHER amusing story has come down to Oxus. Teviot. Moray. 17.

Wednesday, the 79th inst.

here on or about the 29th inst. The Ben Line steamer Benvenue left Singa- did not intend to make a change now.

on or about the 29th inst. The O. S. S. Co.'s steamer Telamon, from | point off his German colleague. - N. C. D. Liverpool, left Singapore on the 24th News. inst., and may be expected here on the

The S. S. Wingsang, from Calcutta, left Singaporo on the 27th instant, and may be expected here on or about the 3rd The Union Line steamer Dupuy de Lome left Singapore on the 27th instant, and

may be expected here on or about the The China Shippers Mutual S. N. Co.'s steamship Chingwo, from London, left Singapore on the 26th inst., and may be expected here on or about the 2nd

MESSRS Jardine, Matheson & Co. inform us that the S.S. Wingsang, from Calcutta, left Singapore for this port yester-

THE Gorman mail steamer Neckar, which arrived here this afternoon, reports having made the passage from Shanghai in 2 days,

7 hours, 54 minutes. THE French Mail leaves this week for home on Thursday, as usual; and the German mail leaves on Friday. The following English mail leaves on Tuesday, the 12th October, this day fortnight.

MESSES Russell & Co. inform us that the Union Line steamer Dupuy de Lôme, left Singapore, for this port yesterday (27th), practically dropped, the inference is and may be expected to arrive on the 4th

Messas Arnhold, Karberg & Co. inform us S.S. Chingwo, from London, left Singapore for this port on the 26th inst., and may be expected here on or about the 2nd prox.

Charles D. Wilkinson, formerly solicitor in Swanses, was, on the motion of the Acting test the defective law on the subject be- Attorney General, admitted as a solicitor to the Court. The motion was supported by affidavits tiled by Mr D. E. Caldwell, whom Mr Wilkinson is to assist in his extending business, and was readily granted

H.E. General Cameron was expected to light was first seen at about 3.30, up to the

peaceable planters in the interior will-be even less secure than at present. The bitter ! feeling existing between the Achenese and Dutch is daily becoming more and more intensified; and there is no hope whatever of this bitterness ever becoming modified.

THE Straits Times translates the following from the Sourabaya Courant -- Recently, catch by seizing a large slaver's prahu. come to the portion of our statute book doubt feel inclined to give evidence against after the whistle of the Thibet blew. Two dealing with this matter, but that may not, the managers of the prahu. In that case, torches, I am advised, would hardly burn

the cine whereby, through this manifest General at Singapore, to find out those conducting this disgraceful traffic in human flesh there, and check it offectually.

more, Krupp, 7; Titan, 10; Benarty, us from Poking. It appears that there is a Orion, 14; Agamemnon, Pembrokeshire. colony of German Catholic Missionaries in the North, who have hitherto been under HOMEWARD BOUND: - Stentor, Angerton, French protection; but as they are German Mosser, Laju, Sept. 3; Benalder, 7; subjects, the German minister, in the exer-Glenfruin, Priam, Lydia, 10; Jason, 14; cise of that all-embracing energy that has Melbourne, Albany, 17: lately become the fashion at the capital, lately become the fashion at the capital, insisted on their returning to the Teutonic The next FRENCH MAIL, por the M. M. fold. They did so, and then asked Herr Co.'s steamer Diemnah, left Saigon on von Brandt for passports. By a special ar-Sunday, the 26th inst., at 10 a.m., and rangement, the French missionaries have may be expected here on or about passports allowing them to buy land and houses for religious purposes, such fund and The next AMERICAN MAIL, por the P. buildings when acquired being registered M. S. S. Co.'s stenmer City of Sydney, by the Chinese as the property, not of inleft Yokohama on Bunday, the 26th dividuals, but of the Christian communities, inst., at daylight, and may be expected including the native converts. When Herr here on or about Saturday, the 2nd von Brandt asked for the passports, the Chinese offered him the ordinary passports The steamship R. Rubbattino left Singapore the Minister's demurring, the Chinese reon the 23rd just, and may be expected plied that was the only kind of passport they had ever given to Germans, and they pore for this port and Shanghai on the The German missionaries perforce returned 23rd instant, and may be expected here to the sheltering arms of France, and the French Minister considers that he scored a

SUPREME COURT

IN ADMIRALTY. (Before Sir George Phillippo, Chief Justice, and Capt. H. G. Thomsett, Nautical Assessor. Tuesday, Sept. 28.

THE COLLISION BETWEEN A JUNK AND

THE THIBET. -- DECISION. Decision was given this morning by the Chief Justice in the oction raised by the owners and crew of a Chinese junk against

the S. S. Thibet. The Acting Attorney General, instructed by Messrs Wotton and Deacon, appeared for the plaintiff, and Mr J. J. Francis, c.c., instructed by Mesers Sharp, Johnson and Stokes, appeared for the defendants.

Mr J. J. Francis-I appear in this case for my friend, Mr Leach, who I am sorry s unable to appear to day. The Chief Justice-I am sorry to hear This case was a case of damage and was

Mr Leach is indisposed. tried without pleadings, on the Preliminary Acts. It is somewhat a peculiar one, because objections having been taken, it cannot therefore be disposed of on the Regulations which have been adopted by nearly all maritime nations, as, although assented to by Japan, they have never been adopted by China. The case must therefore be tried by Maritime law apart from the Regulations—the Regulations not being binding on the Chinese junk cannot be held to be binding on the British steamer. (See Lowndes on Collisions, p. 178 and seq. and Marsden on Collisions, p. 212-215.) The junk therefore has to make out a case of negligence against the steamer and the bare fact of non-observance of any of the Regulations by the steamer would not entitle the junk to succeed, nor yet to oblige the Court to hold that both parties were equally to blame. (See Marsden on Collisions, p. 2. According to the evidence on the part of the junk, as given by the crew, if it could be believed, those on board the steamer This morning, in the Supreme Court, Mr | were undoubtedly guilty of gross negligence. On the 12th June 1886, the junk was (according to the junk's account) in the Formosa channel, making a voyage from Tamenti to Foochow. At about 3.30 a.m. a white light was seen bearing N. E. at a distance of about 44 miles, the wind being from that direction; the junk was steering N. W. The Thibet was steering S. W. The night was clear although no moonlight and the stars wore visible. The junk carried the usual Chinese junk lamp burning on a post at her stern, and from the time the white time of the collision, which happened at 4 a m., the crew of the junk were, in addition to their lamp, which was burning brightly,

to show that it was no such fear as this Instead of going from Singapore to Penang lengaged in burning torches in order to attract the attention of those on board the steamer, but notwithstanding their precautions the steamer continued on her course PENANG seems to be in a bad way at present. and it was not until just before the coll-According to the Penang Gazette of the 17th ision occurred that the steamer blew a instant, not only is there a great depression | whistle, altered her course so that the junk whole situation, thus: - The fact is, the in business there, but also of spirits, and in could see her red light, and with her stern grievance, if it exists all, is confined to a consequence, the monotony is something struck the junk on her starboard bow few houses which have only occasionally | terrible. Can no one (asks the Gazette) hit | opposite the foremast, carrying away the cargo to move in the harbour, because upon a plan to resour us from the slough foremast and the fore part of the junk. of despond' into which we have fallen ? When their story comes to be examined, however, it is incredible, and the manner their own lighters and are independent THE Penang Gazette of the 17th September in which the evidence was given was not of cargo boats. We have no hesitation says :- We are informed, on the best of creditable to the witnesses, who greatly whatever in stating that this is a most authority, that only three days ago fifteen exaggerated their losses and who seemed inaccurate statement. Several of the Achenese prisoners—the majority of them more disposed to consider how the answers leading cargo-movers were the greatest incendiaries, and said to have been caught they gave to the questions put to them sufferers, and the authors of the most rod-handed were hanged at one and the would affect their case than to give a true some time at Langkat by order of the account of what actually occurred. The Datch Government. An eye witness states evidence did not correspond in two imwhy the grievance was not tested by that after hanging until life was pronounced portant respects with the Preliminary Acts. legal action, and why a certain amount to be extinct, the bodies were out down, The bearing of the Thibet when first seen, as of lukewarmness was shown in regard stretched upon boards, and placed on the given in the Preliminary Act, was S. W., but to the subsequent inquiry, was, that the roadside, where they were exhibited for with the assent of counsel for the defendant, merchants saw that the Government upwards of six or seven hours. This re- the Preliminary Act was amended and the would not move in the matter in any volting spectacle was thought by the local bearing altered to N.E., which was subseauthorities to have a deferrent effect upon | quently deposed to by the witnesses for the other well-known malefactors; but we are junk. The direction in which the junk was on to a Committee. This conviction has inclined to believe otherwise. What makes steering is stated in the Preliminary Act to this wholesale execution the more to be have been N.N.W., but according to the lamented is the alleged fact that the wretch- evidence the direction would be N. W. facilities have been more fully attended ed victims were launched into eternity Assuming the junk to have been steering without form or trial. If the Achenese adopt N. W. and the light to have been seen a like system of reprisals—and there is very | bearing N. E. from the junk at a distance little doubt but they will—the safety of the of four and two thirds miles or thereabouts, and taking into consideration the position in which the witnesses on the part of the junk who gave evidence put it, the white light of the steamer must have been visible abtam of the junk. In this position there could have been no collision if the junk had

moved. If she had remained stationary she ought to have seen both the red and green lights of the steamer or at least one of them by grievance-mongers. He concludes we called attention to the fact that the some ten minutes before the collision. But Madura, a man-of-war, had made a good the junk certainly did move according to her own account. In the Preliminary Act This vessel, it has since turned out, came her speed is stated to have been about 42 from Endeh on the coast of Flores. She miles an hour and her witnesses all stated when disengaged is alleged to have become had taken in her cargo of living flesh,—all that she was going at considerable speed, inoperative without being repealed. A Bill of them being boys and girls—in Lombok, until the effect of their evidence was and was bound for Singapore where sales pointed out to them. If she had moved of this kind of merchandise seem to be re- at all she ought to have seen the steamer's gularly carried on. As has been already green light, but then a collision would corporating such improvements in the ex- mentioned, the prahu, with her living cargo, have been impossible. The steamer was has been taken to Timor, where our au- going at about 12 knots an hour. If her thorities will have to inquire into the mat- white light was seen abeam of the junk, as ter. Unfortunately, owing to flaws in stated, the junk steering N.W. and going our judicial procedure, it will be very 44 knots an hour and the steamer steering wait for popular clamour before taking hard to bring forward legal proof of slave S.W. going 12 knots an hour, I am advised action. The fact is, the grievance, if it dealing. The slaves do not readily turn that the steamer must having passed about informers. They know but too well that, 11 miles astern of the junk. If, however, for them, there is no greater danger than she caw the light at all, she must have seen returning to their homes in Lombok as it on her starboard bow and she must have ping firms now have their own lighters and freed slaves. For, and this is a fact worth seen the red light some ten minutes also particular notice, in Lombok, the custom before the collision. The witnesses may have creation of wharf accommodation in the among the people is to kill returned slaves | made a mistake as to distance but they colony is tending still further to restrict right off. The why and wherefore of this, could not make a mistake as to time if their the use of these craft. If, however, those it would be worth while to investigate evidence be true, because they say they who still have occasion to use cargo boats We merely state the fact. On this ac- took it from the clock and they make it are subjected to extertionate charges or to count, we muge that, whatever may hap between 20 and 25 minutes from the time inconvenience by being unable to obtain boats pon, these liberated unfortunates abould they first saw the light until the collision. when they are required and there is no real not be taken back to their own country. During the whole of that time they were Bonable excuse for their not working, the but that they should be ensured safer burning torches and watching the ship,

Government ought to take immediate solding places elsewhere. When they are Three torches only, according to their acaction in the matter. In course of time once elsewhere and sure of never being count were used, and one of these torches the Law Revision Commission will no doubt | brought back to Lombok, they will no | was seen by the Thibet people to be lighted

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the Government will also have in its bands for 20 minutes. If the two torches were

After hearing the evidence, his Lord-

GUNPOWDER EXPLOSION AT

SHANGHAL:

The N.-C. D. News of the 25th instant

Yesterday afternoon, a little before 5

who was entering the door at the moment

of the explosion was also burnt about the

were attended to. When our reporter

visited the Hospital at 6 p.m., one of

the men was evidently in great agony.

as he was screaming out with pain.

He was the man who had lost his fingers

The second man was lying in bed and very

quiet; while the third man was walking

about. All three were enveloped in band-

ages and cotton, though the third man had

only his face covered up. We believe some

foreigners, hearing the explosion, ran in to

see what was the matter, and when they saw

the wounded Chinamen they did what they

could for them. The builets from the

about in all directions, and one of them

struck a gentleman in an adjoining office.

Complaint is made that there was no ambu-

lance at the Police. Station to convey the

injured men to the Hospital. We believe

the only Station that has an ambulance is

that in Hongkew, but the other Station

ought also to be provided with these neces-

THE 'HOK CANTON' TRACEDY

suffered considerable hardship and priva-

We are glad to learn that the unfortunate

that upon her arrival here, we shall no

Quotations.

Hongkong, September 28.

M—New Patna, cash, 5171/520

New Malwa, cash..... 520

Allowance, Taels 48/64

Allowance, Taele 48/80

Persian, Oily, cash ... 400/470

Persian, Paper tied... 400/500

Allowance, Taels 16/32

Allowance, Taels 16/32

Exchange.

HONGKONG, September 28.

On demand, ... 3/23

30 daya' sight, ... 3/24

... 3/3 a 3/3

4 months night

Documentary, 4 months' sight, 3/34

On demand, ... 4.05

Credits, 4 months' sight, ... 4.15

Credits, 4 ,,

On New York-

Old Malwa, cash..... 540

New Benares, cash,... 505/5074

Says the Penang Gazette of the 17th

No. 7224.— September 28, 1886.] burnt before the red light was visible, it risk of collision whatever may be the con- sel was or a tide table. The plaintiff fur, true value for the purpose of this action, in her fore and aft holds and in the stoke- board the lighter. And further, he says that the construction he put upon the agreeseems to me that they might as well have duct of the sailing vessel to do every thing nished both a chart and tide table to the mas. that the amount of her freight was \$2,052 hole. At daylight on the 15th May more the same was done without his consent and ment was the correct one, and also evidence been left unburnt so far as the Thibet was in her power that can be done consistently ter, and at his request at once proceeded to concerned. But considering the unsatist with her own safety in order to avoid colli- tranship the carge on b and into the lighter which likelihood of the wind changing and that glected. factory manner in which the witnesses sion. And it is submitted that she ought, ers which the plaintiff had brought with him. commenced delivered to the master of the had remained by the Defia all night was thore was no water in the after hold of the gave their evidence, to the impost le according to Article 18 of the Regulations, Other lighters were at this time alongside Dafile and les imposts le according to Article 18 of the Regulations, Other lighters were at this time alongside Dafile and les imposts le according to Article 18 of the Regulations, Other lighters were at this time alongside Dafile and les imposts le according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations, Other lighters were at this time alongside les according to Article 18 of the Regulations at the Reg position in which they place the white to have reversed her engines or that she the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by them as agents of the Dafila laden with her cargo, and having signed by the dafila laden with her cargo, and have seen as a second with the Dafila laden with her cargo, and have seen as a second with the Dafila laden with her cargo, and have seen as a second with the Dafila laden with her cargo, and have seen as a second with the Dafila laden with her cargo, and have seen as a second with the Dafila laden with her cargo, and have seen as a second with the Dafila laden with her cargo, and have seen as a second with the Dafila laden with her cargo, and have seen as a second with the Dafila laden with her cargo, and have seen as a second with the Dafila laden with her cargo, and have seen as a second with the Dafila laden with her cargo, and have seen a light when they state they first saw might have starboarded instead of ported. regard to the danger in which the Dafila's cargo into the lighters which holds. The defendant admits that after the that the type should be kept up in the same it, to the fact that they allogo they saw The regulations as I have before observed then was, the plaintiff ordered two of his file, and in which account the charges had arrived was continued, only 864 master of the Dofile had again declined the working order and condition as when it was to red light at all until just before the col- are not binding on either the junk or lighters to remain alongside in case it should reason the morning handed over to defendant. However, he my real right at an until just build look over the avidence, and he lision, we think a fair inference to draw is steamer, but if they were, I am of opinion as become necessary to use them for the prethat the lights of the Thibet were not seen advised that there was no time either to servation of the lives, as well of those on been paid by them and a charge of \$500 the afternoon of the lives, as well of those on been paid by them and a charge of \$500 the afternoon of the lives, as well of those on been paid by them and a charge of \$500 the afternoon of the lives, as well of those on been paid by them and a charge of \$500 the afternoon of the lives, as well of those on been paid by them and a charge of \$500 the afternoon of the lives, as well of those on been paid by them and a charge of \$500 the afternoon of the lives, as well of those on been paid by them and a charge of \$500 the afternoon of the lives, as well of those on been paid by them and a charge of \$500 the afternoon of the lives, as well o from the junk until the crew of the junk havegone astern of the junk by starboarding, board the Dafila as of these employed in for attending to the business of the Dafila Indell of the firm of Mosers Schomberg took the ground, which she did at low water hoard the Thibel's steam whistle in mediate or to have got the way off the ship by re- removing her cargo. After knocking off at Hoihow, but not including their services and Co., of Hoihow, arrived with some with the tide beginning to rise that the ly before the collision: If that he the case versing, indeed I am advised that the the work of transhipment for the day, the then, their evidence as to having burnt effect of reversing would be to interfere plaintiff, at considerable risks and great disflare-up lights up to the time of the collision with the action of the rudder and prevent comfort, remained on board the Dafila, for about the 14th July delivered to the master continued the work of transhipping the very short time more have fleated off withand having a light burning brightly on a her bringing her head round to starboard the might. The following morning of the an amended account dated the 4th June cargo into the lighters he had brought with out any assistance:—He denies that the and naving a near number of the locality is dangerous or that at the time of gives the subjoined account of an explosion stand in the stern of their boat cannot be as fast as would otherwise be the case. On 16th May the sky was overcast and threarelied on, and there is an additional reason this point see Marsden on Collisions, p. 336, tening, but subsequently improved. Du- Dafila, out of which amended account they plaintiffs, other than the plaintiffs R. Thom- the year there was any likelihood of the for disbelieving them in this respect, be- see also the Yadik, L.R., prob. div., p. 119. ring this morning more lighters which have omitted the said charge of \$571.50 son and D. Forbes, left Holhow in the weather and see changing to a gale or that cause a careful look out was being kept on The master says he saw the junk 3 points had been procured by the plaintiffs, toboard the Thibet, and no such lights were on his port bow, 2 to 300 yards off and that gether with the lighter with the light visible. No observation had been taken on in from 30 to 45 seconds she had struck his and the work of transhipping the cargo refer to both these accounts. The defendboard the Thibel the day before on account port bow nearly at right angles, smashing was proceeded with, until the master of ant submits to the judgment of the Court of the weather, and the officer of the watch; the junk's bow and exposing the bulkheads | the Dafila ordered shows and the officer of the watch; the junk's bow and exposing the bulkheads | the Dafila ordered the plaintiff to cease | to award such a moderate amount of salvage | and thereupon | sufficient food or that he was in fear, | pears that two coolies were engaged in and subsequently the master, were looking but he must have under-estimated the time working. At this time the plaintiff had to the plaintiffs under the circumstances out for Turnsbout light, which might have if his distance is correct and from the evi- caused 1,830 bags of rice to be transhipped as to the Court shall seem meet. appeared on either how. The Thibet was dence of the other officers of the ship it and the Dofila had thereby been trimmed steering S.W., the wind at N.E., square appears clear that he must have done so. and considerably lightened. The work of bort Thomson, John Willes Stavers, Fredesails set forward, the clews and buntlines The only question that remains is whether transhipping the cargo was stopped owing rick Zofgreen, Duncan Forbes, Peter Allan, of the foresail hauled up sufficiently high to the fact of the steamer not having seen the to the arrival of H. M. S. Abatross Walter James, Chan A Fook, &c. (the owngive an uninterrupted view forward. The junk until she was so close establishes about midday on the 16th May, er, master and crew of the steamship Parofficer of the watch, until the master him. proof of a negligent look-out. The master and on the following day the Dafila was tridge) and the defendants, the ship Dafila, self relieved him in order that he might go says he could see at a distance of } of a towed into Hollow by H.M.S. Albatress. her cargo and freight. The petition and take soundings, and a bridgeman were mile and accounts for not seeing the junk The plaintiff remained on board the Dofila was as follows:-The Partridge is an on the bridge and two lookout men were in closer because he says that the sails were until she reached Hollow and during such iron screw steamship of 254 tons. the bows. The officer of the watch on the end on to his line of vision and that he ac- time materially assisted the master of the register tonnage, fitted with thigines Thibet had seen two bright lights, one at 2 tually saw the masts before he saw the sails. Defile. By reason of the lightening and 60 H. P. nominal, is of the value of \$55,000 a.m. and the other at a little before 3 a.m., It is also satisfactorily proved that the trimming of the Dafila she was enabled by and was at the time of the services manned and if the junk had shown a bright light and | master and the two look-out men saw the | the sid of those on board H.M.S. Albatross to | with a crew of 16 hands under the comseems impossible that no one on watch on it is probable that the reason given by the It was owing to the exertions of the plaintiff her master. At about 11 a.m. on the 12th board the Thibet should have seen her light master is correct. I am advised that junks that H.M.S. Albatross arrived in time to May 1886 while the Partridge, laden with in the same manner as they had seen of the class of the one in question, especi- assist the Dafila and to tow her to Heihow. a general cargo and about 50 passengthe other lights. It was suggested on the ally when deeply laden as this one is said The plaintiff underwent great peril and ers. proceeding on a voyage from part of the junk that all those on watch on to have been, are difficult objects to per- privation and risked his life in his exertions Hongkong to Hoibow and Pakhoi, was board the Thibet were too busily engaged in | ceive on a cloudy night, that the junk was on behalf of the Dafila and those on board entering the Hainan Straits, those on board looking out for the light from the light- probably sailing in such a manner as to bring her, inasmuch as the locality in which the her saw a steamship ashore about 30 miles house on the starboard bow to notice the the sails end on with the line of vision of Dafila ran ashore is extremely dangerous, to the eastward of Hoihow, the nearest port, light of the junk on the port bow. But the | those on board the steamer and that her not | partly owing to the numerous sand banks and | and in latitude 20° 9 N. and L. 110° 26 E. officer of the watch and the master explain- being seen until she was is thus accounted shallows and partly to its exposure, the wind The Partridge immediately steamed as close ed that they were looking on the port bow for, even although a proper lock-out was often changing to a gale without any warning. as she could approach to the distressed more anxiously than on the starboard bow kept and that if a light had been shown by By the services rendered the plaintiff ma- vessel, which was signalling to her, and for the light-house light, as although look- the junk in sufficient time there would terially assisted in preserving the Dafila, anchored in four fathoms of water. As the ing for it on the starboard bow they feared have been no collision. In that case it was her cargo and freight and those on board. that it might, owing to the direction of the cur- stated in evidence that when the moon is her from total loss. The plaintiffs have on board her made ready a boat to go to rent, have appeared on their port bow, and shining at the back of a vessel's sails, she paid the sum of \$571.50 for lighterage and if the light had appeared on their port bow case be seen by the moonlight a great way coolies procured for the Dafila. The Dafila ally lowered the 2nd engineer and some they would have had at once to after their off; but if the moon is shining in front is an iron screw steamship of 552 tons re- firemen of the Dafila came off in a boat course. That they had some such fear is, I of her sails she can be seen no distance; gister and was bound from Bangkok to from the distressed vessel; which proved think, borne out by the fact that the master and that under such circumstances her Hongkong with a cargo of rice. As salved, to be the steamship Dofila which had relieved the officer of the watch in order hull would be seen before her sails. This the Dafila has for the purpose of this action run short of coal and was attempting that the officer of the watch might go and seems to bring the present case within the been determined to be of the value of to reach Hoihow to obtain a fresh take soundings. The conclusion to which I principles which governed the decision in \$20,500. The value of her freight was supply when she ran ashore. have come to, therefore, assisted as I have the case of The City of London Swabey, 245 \$2,952.83. The value of her cargo was Dafila's boat lay alongside the Partridge, been by the Nautical Assessor, is, that a approved in the Privy Council, Swabey, 30') about \$30,000. On the 27th May, after those on board the Dafila, signalled to the good look out was not kept on board the S.C. 11 Moore's P.C., p. 307. See also executing the necessary repairs, the Da- Partridge to pick up their boats, two of junk and that no proper light was shown on Samphire v. Fanny Buck, Holt p. 196; file left Holhow for Hongkong, taking which had drifted away to leeward in board the junk in due time to warn the the Fenham, L.R., 3 P.C., 215; the Oxonia, on board most of the cargo which had been ondeavouring to lay out a kedge. steamer of her proximity. The regulations | Luch, 420. In this case I consider that the salved from her, and on arrival at Hong- and 2nd officers of the Dafile and nearly are admittedly not binding on the junk was alone to blame and the claim kong the whole of such cargo was delivered all her crew were on board the said two junk with regard to lights. According against the steamer must therefore be dis- to the Yuen Fat Hong before the plaintiffs | boats. The Partridge, accordingly, at once to Maritime law, apart from Regulations missed with costs. no sailing vessel is bound to carry a light at | Mr Francis-May I call Your Lordship's | dered to be sold under a commission of ling them back as near as she could apall times, but every vessel at sea as is only attention to the power possessed by the sale and the proceeds thereof to be paid proach to the Dafila, and but for this reasonable is bound to show a light when- | Court to direct payment of a lump sum in | into Court. ever it becomes necessary. If a vessel at view of the taxing of the accounts. The sea neglects this obvious precaution plaintiffs are not actual residents here and run into and damaged or sunk it has serious disadvantage to the defendant in been held that the parties injured can this case if before he could recover anyhave no reasonable ground of complaint. thing while the accounts were being pre-See Lowndes on collisions, p. 78; the pared and taxed by the Registrar the Olivia 6 L. J., N. S., 298; the Victoria, 2, plaintiffs were to leave the colony. If Your W. Rob. 54; the Saxonia, Lush, p. 422; Lordship refers to your register you will In the case of the Saxonia, it was held by find a good many cases of a nature similar the Privy Council that the Acts of to this and from them you might be able Parliament relating to collisions at sea | to judge as to the sum to be paid, and perwhich preceded the Regulations were haps somewhat less than the ordinary not binding on foreign vessels and The | amount might be awarded. Master of the Rolls, in giving judgment, which this case must be decided must particularly when considering the manner be found in the ordinary rules of the in which the master could not see the junk sea. That being established there are two until she was close on the steamer. Taking rules affecting sailing vessels of all countries however the whole matter into considerawhich in our opinion decide this case. I tion it seemed to him very hard, after hav-The first of these rules is that a vessel which | ing gone back and saved these people, they has the wind free is bound to give way to a should bring an action against him. vessel close hauled, and that a steamship is Mr J. J. Francis-Your Lordship having to be treated as a vessel which has the decided after full consideration to give wind free.' This was the case of the costs, I would ask that you fix a lump sum. Saxonia; she was therefore bound to give I can only ask that you award a lower way to the Eclipse and the Eclipse had a amount than you would, judging from past full right to expect her to do this and was experience, have given in such cases. not bound in any respect to alter her course. But the accord rule which we consider affects this case is that though the close hauled vessel is not bound to give way, she is nevertheless bound to show some proper and sufficient light in time to enable the steamship or other vessel whose duty it is THE GROUNDING OF THE DAFILA. to give way to avoid any collision. No blame can attach to a vessel for running the junk was to blame in the first in- ton and Deacon, for the defendants. than she did in order to avoid the collision. Marsden on Collisions, pp. 351-356. In that work occurs the following passage:-It may be stated as a general rule that spend such as that another vessel cannot be seen in time to avoid her is unlawful. Speed which is justifiable in an unfrequented part of the ocean is unlawful and even criminal in a crowded roadstead or highway | Dafila was on shore about 35 miles to requested by the master or officers of the and speed that would be moderate for a east of Hoihow, in want of assistance to Dafila, and there being absolutely no risk handy paddle wheel tug may be highly im- lighten her and without coals and pro- and very little discomfort in so doing. On proper for a low heavy power screw steamer, visions. On the same day the plaintiff the morning of the 16th May about 10 a.m. Andagain: A vessel going at toogreat a rate Ludwig Judell, at the request of the chief H. M. S. Albatross having arrived and the of speed on a dark night or in thick weather cannot be heard to say that a collision was Hoihow, volunteered on behalf of the firm was with the assistance of the steam launch such a rate of speed as will enable her after and having procured after great trouble Albatross into Holhow, where she arrived discovering another vessel to avoid her by a lighter with coals, and having given about 2.30 p.m. on the 17th May last. stopping and reversing her engines. If her orders for other lighters to follow The whole of the time the Dafila was despeed is higher than this she will almost with all despatch, the plaintiff left Hollow tained in the Hainan straits the weather certainly be held in fault for any collision before daylight on the 14th May. Owing, was quite fine and the sea calm and smooth that may occur, although she may do her however, to the contrary state of the tide and at that time of year there was no likelihood best to avoid it when the other ship is seen. and wind the plaintiff, after having proceed- of any bad weather setting in, and the mas-This contention I do not think lies ed some distance, found it would be impost ter and crew remained on board her and no in the mouth of the plaintiffs as according sible to reach the Dafile that day. Ac risk or danger was incurred in their so to their case it was a fine starlight night cordingly, having given orders to the lighter doing. The defendant denies" that the and a steamer's white light would be seen to proceed with all despatch, he himself re-plaintiff Ludwig Judell underwent great at a distance of over 4 miles and under turned to Hollow in a fishing boat, where peril or risked his life on behalf of the Dathese circumstances I do not consider he arrived at 12.30 p.m. the same day. Ma or those on board her, or that the loca-Frederick, L. R., 2 P. C., p. 30, Lord West- ter heating about all night and the and proceeded with her cargo to Hongkong

junk simultaneously. I am advised that move out of the position in which sho lay. mand of the plaintiff, John Willes Stavers,

in consequence of that neglect is no security has been given. It might be a

His Lordship said he had some doubt as principle therefore by to whether he should award costs at all

> His Lordship—The result of that would be that an attachment would be made. Mr Francis—Probably.

His Lordship-I think you had better send in the accounts to be taxed.

ACTION FOR DAMAGES.

tinot services.

tion, which is as follows—

culpable if it appears that it was in her and stoke hole. On going on board the sold under a complision issued to the East, in which case all hands would Devia or the on the night of a so me to what had been the practice in power to have avoided the collision. It Dafta, the plaintiff found her master in for the sum of \$15,000, which was the probably have been lost, it was discovered the 14th May, or at any other time or that transferring the paper from one leases to cannot be too much insisted on that it is complete ignorance of his position, not hav- highest price that could be obtained for her, that the water was not gaining. She had, there was any occasion for the effects of the another. the duty of a steamer wherever there is a log a chart of the locality in which his vest and the defendant says that such sum is her however, a considerable quantity of water master, officers and crew to be removed on . Mr Bowles also called defendant to prove

of the Dafila and her freight in such in amount of salvage remuneration as to the

The answer to the petition was to the

Lang is the owner of the Dafila. Dafila, while on a voyage from Bangkok to Hongkong, manned with a crew of 26 about 4 p.m. and proceeded to Hoihow, hands and laden with a cargo of rice, having where she arrived about 7.80 the same run short of coal, was making for Hoihow when at about 8.30 a.m. on the 12th May 1886, she ran aground, remained upright and lay still. Efforts were than made to get the Dafila again affeat by working her, lighters to the Dafila and to render all the engines and carrying out kedges with warps. About 10.50 the Partri 'ge, which | the Partridge arrived at Holhow, the second was bound for Holhow, came to the Dafila offering assistance, but after having agents at that port, procured a fleet of twenty nature of the case may require. picked up two of her boats further assist- lighters with a complement of Chinese The answer to this petition, after setting tiff had had to purchase, at a cost of \$500, in tolerably good health. Mrs Hansen will ance was declined, but those on board the coolies and a Chinese pilot and again forth how the Dafila grounded, went on an entirely new fount of type. This was arrive here by the Dutch Mail steamer, ex-Partridge were asked to report the Dafila started for the Dafila at about 11 a.m. the to the following effect:—About 10.50 a.m. the most serious breach of the agreement, pected very shortly. Mrs. Hansen also at Hollow and send lighters to her. The same night. The lighters reached Hainan the British steamship Partridge, whose and the plaintiff after making fair allowance Partridge left for Hoihow at 4 p.m. and the head about 8 a.m. on the 13th May, but owner, master and crew are the plaintiffs in for reasonable wear and tear, estimated the tion, having to walk—niso barefooted—on Dafila remained in the same position all owing to the tide and current which sweeps this action and which was on a voyage damage done to the type through careless— the downward journey upwards of 80 miles. night, lying quite still and making little | round the headland, were obliged to to Hollow, came to the Dafila offering | ness and want of renewal amounted to \$250. water, the weather continued fine and the come to anchor. The lighters again start- assistance, but after having picked up two | Some of the type was now absolutely worth- lady ke, to regularly posted-up diary, so sea calm. The next morning no lighters ed as soon as it was possible, viz of the boats of the Dafila, which had been less. Another breach of agreement was having arrived, the chief mate of the Dafila about 8 p. m. the same evening, and carried away with the tide, the Dafila, at that the compositors of the Chinese Mail doubt be in a position to publish the exproceeded in a Chinese boat to Hollow after beating about the whole night, reached 12.30 p.m., tefused further assistance, but according to the agreement were required periences of a three months captivity, and where he applied to the plaintiffs, who are the Dafila at about 4 a.m. on the 14th May; requested the Partridge to report her in to pather and collect characters for the which, we feel assured, cannot fail to merchants-carrying on business at Hollow, on their arrival the Dafila was in a pro- Hollow and lighters to her. At about China Review and China Mail and other prove exceedingly interesting. to furnish him with lighters and coal for the carious position. She was listed over 4 p.m., the Partridge hove up her anchor and work, when not unployed on the work of Mr Francis then read the plaintiff's peti- into the lighter procured by the plaintiffs a portion of the cargo of rice in the Dafila. firm of Messrs Schomberg & Co., merchants | coolies. The plaintiff Ludwig Judell meanof Hollow. On or about the 13 May 1886, while remained on board the Dafila, of his the plaintiffs were informed that the own accord and without being in any way mate of the Dafila, who had arrived at Dafila being then sufficiently lightened, she

Partridge neared the distressed vessel, those her assistance, but before the boat was actucould arrest it. The Dafila has been or | hove anchor and recovered the boats, bringtimely service the plaintiffs apprehend the The plaintiffs claim the condemnation boats and officers and crew would have drifted away. On approaching the Dafila a second time the Partridge again Court may seem just, and such other or fur- came to anchor, and shortly after those on ther relief as the nature of the case may board the Dania signalled to her to send their boats back to procure and send lighters to the Dafila, in order that she following effect:-The defendant James might be lightened and thus if possible got The off the bank on which she was stranded. The Partridge accordingly again hove anchor evening. On the way to Holhow the plaintiff, Duncan Forbes, the second mate of the Partridge, had at the request of the plaintiff J. W. Stavers, offered his services to take assistance he could. Accordingly, as soon as mate, with the assistance of the Partridge's

Dafila, which they agreed to do; and there- considerably to port and was bumping proceeded to Hoibow but did not report the Chinese Mail. This condition was fulupon the plaintiffs were appointed the heavily on the bank, and as was subsequent- the Dafila to the authorities but concealed filled until the beginning of the present The hearing of two actions, one raised agents of the Dafila, which appointment by discovered on going on board her, her the same and thereby endeavoured to year, since when plaintiff had been put to foul of another vessel, if it has been impost by Messra Schomberg & Co., and the other was afterwards confirmed by the master was afterwards confirmed by the master was broken. She had no deprive the Doffla from receiving any other constant inconvenience and annoyance and sible to distinguish it until the collision was by the owner and crew of the Partridge, ter of the Doffla. On the 14th May coal on board, her crew were in dire distress assistance. The whole of that night the even expense through its non-fulfilment, OPIU inevitable. This is not a question of green now consolidated into one action, against the plaintiffs proceeded and despatched to for food, water and fuel, and there was a Dafilalay quite still, the weather continuing and the publication of the Review was or red light but of no light at all. A the owner of the Dafila, for services to the Dafila a number of lighters; coolies and considerable amount of water in her stoke- fine and the sea calm and no lighters a ving almost always delayed and Mr Ball's book vessel at anchor or a fishing boat is bound | the vessel while aground in the Hainan | 9 tons of coals, for which coal they charged | hole which increased in amount during the arrived the next morning the chief mate of | was also delayed. Mr Mossop said it was by the general rules of the sea to exhibit a Straits, was commenced this forenoon, and have been paid \$300. Owing to the day, notwithstanding the constant use of the Defile proceeded in a Chinese boat to difficult to estimate the actual damage light so as to afford to the vessels whose Mr J. J. Francis, instructed by Messrs calm weather the said lighters with the first the donkey engine to pump it out, the Hollow to obtain lighters and coal. About which plaintiff sustained by this breach, duty it is to avoid her the means of Sharp, Johnson and Stokes appearing mate and the plaintiff Ludwig Judell did fires in the ship being kept alight by wood 4 a.m. on the 14th May, the plaintiff Duncan but he thought it was sufficient to entitle doing so. But it has been urged that for the plaintiffs and the Acting At not reach the Defile till about 4 p.m. the and planks toru from all parts of the ship Forbes, who is the second mate of the Par- him to some damage. Defendant had also even if I came to the conclusion that torney General, instructed by Messra Wot- following day, by which time a portion of The second mate of the Partridge on going tridge, returned to the Dafila with a number stipulated to do whatever translating was the cargo of the Dafila having been tran- on board the Dafila was requested by the of lighters and coolies and with the per- required, and plaintiff soon found that he stance yet that the steamer was also to Mr J. J. Francis said he appeared in lieu shipped into lighters which had arrived with master of that ship to enter into a sulvage mission of the master and portion of the was incompetent. Besides these breaches blame either for not having seen the junk of Mr Leach for the plaintiffs. These the second mate of the Partridge, the Dafila agreement with him. This he declined to do; cargo was transhipped from the Dafila into defendant, on the Slat August, the at a greater distance off before the collision actions were for salvage. There were two had slipped off the bank upon which she having no authority to make any agreement, the lighters but this was done without any last day of his lease, neglected to issue notwithstanding the want of proper lights sets of claimants.—Messrs Schomberg & was stuck into deep water. The weather and therefore at the said master's request difficulty or risk to the Dafila; the lighters the Chinese Mail in the morning, or that the steamer was to blame for going Co., of Hainan and the owner, master and was throughout fine and calm and the sea he proceeded to tranship the Dafila cargo or to anyone on board of them, the and it was only late in the afterat too great a rate of speed or else that the crow of the steamship Partridge. Although smooth, and when the plaintiff Ludwig into the lighters which were then fastened said Duncan Forbes simply assisting. noon, after he had been written to by steamer ought have taken some step other the actions had been consolidated at the Juddell arrived on board, the Dafile was alongside the ship. The work of tranship- About 12.15 a.m. on the 15th May the Mr Mossop, that it was published. Mean On Londonsuggestion of His Lordship he asked that a lying quite still and in no danger, ment was commenced at about 5 am. on Dafila having been lightened slipped off while he had issued his own paper, evid-With regard to the second contention, the separate judgment should be given for each, her pumps easily keeping down any water the 14th May and was continued through the bank upon which she was stuck into ently with the intention of injuring the decisions on the subject are collected in as they arose out of quite different and dis- she was making. The coolies procured by out the day until 6 p.m., and at that time deep water. At that time the Defits was Chinese Mail, and sents his own paper to the plaintiff proceeded to and did discharge | 3078 bags of rice had been saved and the making a little water in her forehold and the subscribers of the Chinese Mail. And Dafila was considerably lightened. Each after tank, but the pumps worked by the not only did he do this but he took away lighter as it was laden was immediately donkey engine gained on the water and all the books, the book containing the list The plaintiffs are the partners in the 1,830 bags in all being transhipped by such despatched to Hollow, except one as here- kept it down. About 3 p.m. more lighters of subscribers and the book containing ad. On Parisinafter mentioned. By the first lighter and some coal which had been ordered by vertisement orders, leaving the new lessee which was sent off the second mate for- the chief mate of the Dafila arrived, having without knowing who his subscribers were warded an urgent request in writing to the been sent from Holbow by the agents of or what were the orders for advertisements. agents of the Partridge for supplies and more the Dafila. And further cargo was tran- His Lordship suggested that defendant ation that this was the only junk that was panied by the Chief Officer of the Dafila, materially assisted in preserving the Dafila, but denies that nearly the whole on the outside the Chinese Mail. Mr Mosseen or is alleged to have been in the neight and left Hollow for the Dafila with six her cargo and freight and those on board owing to the refusal of the coolies on board owing to the refusal of the refusal of the coolies on board owing to the refusal of the coolies on board owing to the refusal of the r bourhood. With regard to the contention lighters, having a complement of coolies, on her from total loss. The Duffly, after hav. to obey the 2nd mate the lighter was only five of her crow in each boat; and defendant's motives and intentions. in the oase of the City of Antwerp and the interpreter and provisions on board, and afing effected temporary repairs, left Hollow | brought alongeide. Thereupon the 2nd mate | further be denies that the two boats would be a second of the control of the contro

In the second action the plaintiffs were Roand on the following morning viz., the 17th stances as to it shall seem meet she arrived on the morning of the same day. second mate.of the Partridue were examin tow. The locality in which the Dafila | case was then adjourned till to-morrow. ran ashore is extremely dangerous, partly owing to the numerous sand banks and shallows and partly to its exposure to the east, the wind often changes to a gale without any warning and she could not be anproached without great risk. The weather during the time the services were rendered

was fair, but on the 15th and 16th May it was at times overcast and threatening and during the morning of the 16th May, the barometer was falling and the weather appeared likely to be squally. The 2nd mate of the Partridge was on board the lighters and the Dafila, from about 11 p.m. on the 12th May to about 1 p.m. on the 16th May, and during the greater part of time was in want of sufficient food, in constant fear and peril of his life and throughout was obliged to keep a persistent and vigilant watch over the coolies who were assisting him in salving the cargo. On first going on board the Dafila, the 2nd mate had supplied her craw with such provisions as he had with him. The expenses of lightorage and coolies procured by them for the purpose of salving the Dafila's cargo was to the amount of \$4,000. By the services aforesaid the Dafila, her cargo, and the lives of those on board were saved from total loss. plaintiffs claim the condemnation of the Daftla and her freight in such an amount of salvage remuneration as to the Court may

lighters; by the last lighter which was de shipped until the Dufila was sufficiently was entitled to the fruits of his own spatched about 6 p.m. a second urgent lightened to proceed to Hoihow. About labours, and that he did not think the On Bombayrequest was again sent by the second mate, 10 a.m. on the 16th May the Partridge books belonged to the plaintiff. at the request of the master of the Dafila, again hove in sight and came close to the Mr Mossop pointed out that this was a to the agents asking for lighters of carrying Dafila, there being then about 22 fathoms going concern, and that defendant could On Calcuttacapacity for 1000 picula. The master of the of water and the Partridge, was only not possibly have any interest in the busithe result of inevitable accident. Under to take coals provisions and lighters to and boats from the Aibatross warped into Dafila also wrote to the said agents request. Crawing about 10 feet. The plaintiff, ness after his lease expired, and also that such circumstances it is ber duty to go at the Defile. The offer was accepted, clear water and afterwards towed by the ing that a tug-boat should be sent as soon John Willis Stavers, went on board the it would be impossible to carry on the busi- On Shanghar. possible. After knocking off the work Dafila and offered to tow her into Hoi- ness of any going concern without the books. On demand, of transhipment for the day one junk was how and remove the remainder of her which had been in use. Mr Mossop furkept by the 2nd mate of the Partridge near cargo, but this was immediately refused. ther drew attention to a circular which de- Gold Leaf, 100 fine ... 832.55 case of accident. About 12.15 a.m. on the arrived to render assistance to the Dofila, scribers to the Chin se Mail and others, in 15th May the Dafila owing to her having which without any difficulty, with the aid of which he made it appear that instead of been lightened, slipped off the bank in the steam launch and boats of the Albatrass him starting a new paper, the Chinese Mail (Taken at Mesers Falconer & Co.'s Premises. which she w s stranded, and by her master's was warped out into deep water and at 8.30 (the Wah Tex Yat Po) was simply to remove order a second anchor was put out in 8 a.m. on the 17th May H.M.S. Albatross its place of office and be issued in a new form: fathoms of water to secure her. At this took the Dafila in tow for Hollow, where In this circular the new paper was styled the BAROMETER 9 A.M.... 30.070. time water was rapidly coming into her they arrived at 2.30 p.m. the same day. Wah-tsz-Teit Po, and plaintiff threatened to afterhold and it was feared that she was The defendant denies that the steamer obtain an injunction against defendant maksinking, and accordingly at her master's re- Partridge is of the value of \$55,000 as ingues of this term. Defendant had also sent the rate of speed, provided a proper look. At about 9 p.m. the same evening, the tide lity where she grounded is dangerous, or quest the second mate of the Partiriles alleged. The defendant admits that the offa number of copies of his new raper to the out was kept, excessive, taking into consider- being then favourable, the plaintiff, accom- that the services rendered by the plaintiff ordered the lighter to come slongside of Partridge picked up two of the Bulseribers of the Sunse Man and marked

Mr Bowles said the construction which caused the coolies on board the Dafila and have drifted away but for the service of the ought to be put upon the agreement with bury in giving the judgments of the Privy greater part of the next day reached the where she arrived on the 29th May last, but all the effects of her master, officers and Partridge. Defendant admits that the Logical regard to the type was that the type was to Council, said :- It is undoubtedly true in Danie at about 4 p.m. on the 15th May, no action being commenced until 23rd June | crew to be removed on board the lighter | was listed slightly to port and was in want | be handed back in like order and condition. cases of collision between a sailing vessel On reaching the Dafila she was found lying last, her cargo was discharged and delivered which was second alongside. After pass- of coal, but denies that she was in a precari- making all fair and reasonable allowance for and a steamer that although the sailing in a deep hole in close proximity to a sand to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and the constant of the ship may be found to be guilty of miscon- book with breakers all round her; her po- sold and disposed of, and the me has not expectation of the long the bank or that her crew were in dire. Mr Mostop then called evidence to prove dust or not to have observed the sailing sition was very dangerous and she had a been arrested nor has service been effected ship, the turbulence of the cooles, and the distress for foods, water or fuel. He denies plaintiff's allegations with regard to the couregulations, yet the steamer will be held considerable quantity of water in her holds thereon in this suit. The Dafla has been feet that there was any risk or danger to the dition of the type and other matter, and

towing her off into deep water after about danger was incurred in their so doing, other coolie is also badly burnt about the 40 minutes. After this successful service The defendant submits to the judgment of face and body; while the clothes of both the Partridge anchored close astern the Court to award such moderate amount of mon were reduced to tinder. A third man H. M. S. Albatross for the night, salvage to the plaintiffs under the circum-

IN SUMMARY JURISDICTION. (Before His Hon. Mr Justice Russell, Puisne Judge.) Tuesday, September 28.

ALLEGED BREACH OF AGREEMENT. -\$500. This action was brought to recover damages for alleged breaches of an agreement under which defendant was the lessee of the Chinese Mail up to the 1st September 1886. Mr Mossop, of Messrs Dennys and Mos-

On demand, ... 781 Credits, 60 days' sight, 793 On demand. Temperature. Queen's Road.) 1 P.M. ... 30,040 4 P.M.... 30.000 THERMOMETER 9 A.M. ... 80 1 P.M.... 82 4 P.M. ... 81 (Wet bulb) 9 A.M. 73 Do. 1 2.m. 78 Do. 4 P.M. 73. Maximum ... 82

> METEOROLOGICAL REGISTER. AT 4 P.M. 70-DAY.

Do. Minimum over night 78

Barometer . . . 29.97 Temperature . . . Humidity Direction of Wind . H

Hongkong Observatory, Sept. 28, 1886,

the Dafila and offered to tow her into a port any provisions to her crew and that some cartridges. These being old samples of safety and remove the remainder of her any persistent vigilance in watching the they were told to throw them away, but the car to. About the same time as the Partridge crow, who were brought by him to tran- men thought they would open them, proarrived those on board the Dafila sighted a ship the cargo, was necessitated by insub- bably for the sake of their contents; so British man-of-war which afterwards proved ordination of the coolies. The defendant they placed the cartridges on the floor of a to be the H.M.S. Albatross, and in conse- denies that the master and owner of the building at the back of the premises at about quence the master of the Dafila declined any Partridge have made themselves liable to six feet from the door and then proceeded further assistance from the Partridge or those Messrs Herton & Co., for the expenses of to open them. There were sixty cartridges on board her. Accordingly the master and lighterage and coolies in the sum of \$4,000 in all, fifty-nine being small ones for a re-2nd mate of the Partridge with the coclies and he says that the sum of \$1,600 is ample | volver, and the other one for a rifle. The who had been brought by the 2nd mate left to pay and satisfy any such claim for two coolies, having finished their work, the Dalla about 1 p.m. for their own ship. lighterage and coolies. He denies that squatted down on the floor and proceeded to About 2 p.m. on the same afternoon the there was any risk or danger to the Par- open the cartridges, and powed the powder Partridge again hove anchor but remained tridge or the plaintiffs or any of them in from the revolver cartridges on the floor in in the vicinity of the D fild in order to see [rendering the services they did or that in [a small heap. They then took an iron nail what would transpire between the Dafila consequence thereof the Dafila, her cargo or spike and attempted to open the rifle and H.M.S. Albaiross and whether her as- and the lives of those on board were saved cartridge, and while they were so engaged, sistance might be further required. Those from total loss. He further denies that the it exploded. The burning powder from on board the Partridge then observed that value of the Dafila has been determined for this cartridge communicated with the pile n attempting to approach the Daila H.M. the purpose of this action at the sum of on the floor, the result being that this also S. Albatross had run aground, and at about \$20,500, but he admits that the freight of the went off. The two coolies were dangerously 3.30 p.m. she hoisted signals of distress, Dafila was \$2.592 and the value of the cargo | hurt. One lost all the fingers of one hand. and thereupon the Partridge at once pro- was \$30,580 only. From the time the and two of the other—he was probably the ceeded to her assistance and by means of a Dafila first took the ground until she man who was opening the big cartridge. wire hawser which was passed from her to arrived at Hoihow the master and crow He was also very badly burnt all over the the Partridge the Partridge succeeded in remained on board her and no risk or body, and is not expected to live. The

May the Partridge left for Hoihow where Captain Stavers and Mr Duncan Forbes. | face, and slightly on one of his knees, part of his clothing also being burnt. The The same day about 2 p.m. H M.S. Alba- ined and gave evidence mainly confirming three injured men were taken to the Shantross steamed into Hollow having the Dafila | the statements made in the petition. The tung Road Hospital, where their wounds

cartridges are said to have been scattered sop, appeared for the plaintiff; and Mr Bowles, from the office of Messrs Wotton and Deacon, represented defendant. Mr Mossop, in opening the case for the plaintiff, explained what the alleged breaches consisted of. They took place under clauses one, four and five of the agreement. Unsary applicances for removing injured peoder clause one, plaintiff agreed to supply all the material necessary for the printing ple. and publishing of the Chinese Mail except paper, labour and new type, as heretofore. Mr Mossop explained that it had been the habit of the lessee to renew the type September :-- Mr John Fay arrived in as it became worn out; and under clause Penang this morning by the S. S. Rajah, five, the lessee agreed to hand over the and was at once conveyed to Hospital type at the termination of his agreement in suffering from swollen feet and ulcers, oclike good order and condition. It was now casioned by having been compelled to seem just and in the cost of this action; alleged that defendant had not handed over and such other or further relief as the the type in the good order and condition, 120 miles through dense and almost unand so much was it deteriorated that plainfrequented jungles. Otherwise Mr Fay is

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Leaves K'loon, Leaves H.K. Leaves K'loon, Leaves H.K. 6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M. 8.30 , 7.30 , 12.30 P.M. 12,30 P.M. 6.457.00 ...

* There will be no Launch on Monday £20,600,000, while upwards of Eleven Miland Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather. due notice will be given of any stoppages.

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Insurances.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First. A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :-Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports N.B .- Cargo can be taken on through Bills of India, China and Australia

Fire Department. Policies issued for long or short periods at current rates.

 $oldsymbol{L}$ ife $oldsymbol{D}$ epartment. Policies issued for sums not exceeding £5.000 at reduced rates. HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. THE STRAITS INSURANCE COM-

PANY, LIMITED,

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current

ARNHOLD, KARBERG & Co. Hongkong, November 5, 1883.

Insurances.

THE AMICABLE INSURANCE OFFICE, LIMITED. (OF CALCUTTA).

HE Undersigned are prepared to GRANT Policies on MARINE RISKS at. Current Rates.

GIBB, LIVINGSTON & Co.,

Hongkong, September 27, 1886. LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.). :: CAPITAL .- Two MILLIONS STERLING. THE Undersigned are prepared to grant Policies against the Risk of FIRE on address in full; and same will be received

Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be re-

ceived, and transmitted to the Directors within six months, will be allowed a discount for their decision. first class Lives up to £1000 on a Single | be made from Return Fare. Pre-Paid Re-

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867. NORTH BRITISH & MERCANTILE

INSURANCE COMPANY. THE Undersigned, Agents of the above Company, No. 50A, Queen's Road Central. L Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882.

NOTICE. QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at b per cent, net premium per annum. NORTON & Co., Agents.

Hongkoug, May 19, 1881. STANDARD LIFE OFFICE.

NEW ASSURANCES. 1875 n 1880 ... *... 6,193,186. Since 1880 there is a still further in-

lions Sterling have already been paid in DEATH CLAIMS. PREMIUMS IN CHINA EXCEPTIONALLY MODERATE.

The Total existing Assurances exceed

For full Particulars, apply to THE BORNEO COMPANY, LIMITED,

Hongkong, June 1, 1886.

Mails.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS. MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA:

BORDEAUX, LE HAVRE, DUNKIRK LONDON AND ANTWERP.

N THURSDAY, the 30th September, 1886, at Noon, the Company's YANGTSE, Commandant LORMIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th September, 1886. (Parcels are not to be sent on board; they must be left at N.B .- Cargo can be taken on through Bills the Agency's Office.

Contents and value of Packages are re-For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX. Agent. Hongkong, September 17, 1886.

NORDDEUTSCHER LLOYD.

NOTICE. STEAM FOR SINGAPORE, COLOMBO, ADEN SUEZ, PORT SAID, TRIESTE! BRINDISL

ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS. GALVESTON & SOUTH AMERIC

THE COMPANY'S STEAMERS WILL CALL AND LUGGAGE.

of Lading for the principal places in

N FRIDAY, the 1st day of October, 1886, at Noon, the Company's Steamship NECKAR, Captain Baun, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this port as above.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th September, 1886. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and

Value of Packages are required. The Company is prepared to GRANT POLICIES OF INSURANCE ON TREASURE and CARGO shipped by their own Steamers. For further Particulars, apply to

MELCHERS & Co., Hongkong, September 4, 1886.

Mails.

Occidental & Oriental Steam Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED & STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC ' & OTHER CONNECTING STEAMERS.

TILE Steamship SAN PABLO will be despatched for San Francisco, via Yokohama, on SATURDAY, 2nd October, Connection being made at Yokohama, with Steamers from Shanghai and Japan

All Parcel Packages should be marked to

Buildings or on Goods stored therein, on at the Company's Office, until 5 p.m. the day previous to sailing. RETURN PASSAGES.—Passengers. have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa)

of 20 % from Return Fare; if re-embarking If required, protection will be granted on within one year, an allowance of 10 % wil turn Passage Orders, available for one year, will be issued at a Discount of 25 % from Roturn Fare. These allowances do not apply to through fares from China and Japan to

> destined to ports beyond San Francisco, should be sent to the Company's Offices addressed to the Collector of Customs, San For further information as to Freight or Passage, apply to the Agency of the

Consular Invoices to accompany Cargo

C: D. HARMAN, Hongkong, September 14, 1886.

· U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOROHAMA, AND SAN FRANCISCO.

TTHE U. S. Mail Steamship CITY Of **L** - SYDNEY will be despatched for San Francisco, via Yokohama, on TUES-DAY, the 12th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and 6,048,364. Demerara, and to ports in Mexico, Contral and South America, by the Company's and connecting Steamers. Through Passage Tickets granted to

England, France, and Germany by all trans-Atlantic lines of Steamors. RETURN PASSAGES.—Passengers. have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % wi be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Faro. These allowances do not apply to through fares from China and Japan to

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN.

Hongkong, September 23, 1886.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID. MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTÉ, VENICE, PLYMOUTH, AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND

of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship ANCONA, Captain S. F. Colz, with Her Majesty's Mails, wi be despatched from this for LONDON, direct, via SUEZ CANAL and usual Ports of Call, on TUESDAY, 12th October, at 4 p.m. Cargo will be received on board until

10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & OBJENTAL STEAM NAVIGA-TION COMPANY'S Office, Hongliong. The Contents and Value of Packages are

required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Com-

AT SOUTHAMPTON TO LAND PASSENGERS | N.B.—This Steamer takes Passengers and Cargo for MARSHILLES. E. L. WOODIN, Acting Superintendent.

> Hongkong, September 27, 1886. NOW ON SALE.

VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES. 3.—REVIEWS OF BOOKS. 4.—LIST OF AUTHORS REVIEWED.

To be had at the China Mail Office, Messra Kelly & Walsh, Messra, Lane, CRAWFORD & Co., Hongkong ; and Messra. 1703 Keilt & Walsh, Shanghai.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at: Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the

11. Jardine's Wharf.

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections. 1. From Green Island to the Gas Works. 7. From Naval Yard to Blue Buildings 2. From Gas Works to Jardine's Wharf 8. From Blue Buildings to East Point. 3. From Jardine's Wharf to the Harbour Master's Office. 9. From Kellett's Island to North Point. 4. From Harbour Muster's to the P. and O. Co.'s Office. 10. Kowloon Wharves.

6. From Peddar's Wharf to the Naval Yard. Mag and Date of Vessel's Name. Captain, Consignees or Agents. Destination. Remarks. Steamers 268 Sept. 26 Arnhold, Karberg & Co. Haiphong str. To-morrow 5 k Thomas Brit. 750 July 10 Arnhold, Karberg & Co. Laid up 400 Sept. 12 A. R. Marty 678 Jan. 31 Russell & Co. K'loon Dock 396 Sept. 25 Wieler & Co. Hoihow. &c. To morrow str. 1481 Sept. 27 Gibb. Livingston & Co. Yokohama & Kobe To-morrow 973 Sept. 12 Douglas Steamship Co. K'loon Dock str. 674 Sept. 4 Siemssen & Co. str. 1114 Sept. 14 Chinese Crusader...... 6 k Rowin Brit. 648 Sept. 21 Arnhold, Karberg & Co. Dafila Brit. 552 May 29 Wieler & Co. Patent slip Danube Anderson Brit. . 561 Sept. 14 Yuen Fat Hong Jos'tan Dock ************ str. 1197 Sept. 23 Siemssen & Co. str. 395 Sept. 26 Russell & Co. Amoy and Manila To day str. 1300 Sept. 19 Russell & Co. To-morrow 3 h Binge Ger. atr. 427 Sept. 28 Wieler & Co. Chefoo & N'chwang str. 1247 Sept. 9 Russell & Co. str. 826 Sept. 25 Douglas Steamship Co. Coast Ports To-day str., 1870 Sept. 28 Melchers & Co. Bremen, &c. Lat prox. str. 1533 Sept. 16 Siemssen & Co. Yokohama & Kobe To-morrow 161 June 2 H. K. & W. Dock Co. Tug plying *********** str. 1150 Sept. 17 Eduard Schellinss & Co. To-morrow New Zealand, &c., Abdeen Dock str. 462 Aug. 31 Gibb, Livingston & Co. 323 Sept. str. Haiphone San Francisco, &c. Ab'deen Dock Hoihow, &c. 30th inst. Marseilles, &c.

Ganger Rolf 3 h Moller........... Norw. str. 1157 Sept. 26 Eduard Schellhass & Co. Normanton 7 c Drake Brit, Roehampton 9 c Sanderson Brit. str. 1397 Sept. Rosamond Mortleman Brit. Vorwaerts 3 c Bruhn Gor. str. 612 Sept. 14 Wieler & Co. Sailing Vessels New York Annie H. Smith 5 k Brown Amer. sh. 1452 July 11 Siemssen & Co. K'loon Dock New York New York 884 Sept. 24 Melchers & Co. Benjamin Sewall 6 k Ulmer Amer. sh. 1362 July 23 Pustau & Co. New York Billy Simpson 2 h Brown Brit. bqe. 432 Sept. 17 Chinese Botvid....... 5 k Henriksen Norw. bqc. 580 Sept. 17 Melchers & Co. Hamburg Francis B. Fay 3 k Pettegrove Amer. bqc. 845 Aug. New York Galatea 10 Colville Brit. 1 Melchers & Co. San Francisco New York Harvester 3 c Taylor Amer. sh. 1428 Aug. 2b Order Hydra 2 c Binge Ger. bqe. 785 Aug. 30 Gonsalves & Co. Honolulu. New York J. H. Bowers...... 6 k Plum Amer. bqe. 697 June 18 Gonsalves & Co. Honolulu PapaGer. bqe. 748 Sept. 24 Siemssen & Co. Revolving Light 6 k Durkee Brit. sh. 1316 July 17 Carlowitz & Co. New York, &c. Ribston Brit. bqe. 397 Sept. 14 Jardine, Matheson & Co. Ringham 3 k Beck Nor. bqc. 587 Sopt. 27 Eduard Schellhass & Co. Santa Filomena.......... 8 k Mendiguren Span. sch. 448 Sept. 17 Uhinese Sarah Hignett 8 h Morgan Amer. ah. 1357 Sept. 24 Eduard Schellhass & Co. San Francisco Wandering Minstrel... | 5 k Hudson Brit. bgtin. | 366 April 14 Arnhold, Karberg & Co. Wildwood 3 k Sawyer Amer. sh. 1099 Sept.

Mer Britannic Majesty's Ships on the China Station.

2 Arnhold, Karberg & Co.

			· · · · · · · · · · · · · · · · · · ·			
Name.	Rig.	Tons.	Guns.	I.H.P.	Captain,	Where at,
Audacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Port Hamilton
Champion	corvette	2380	14	2340	Captain A. T. Powlett	Port Hamilton
Cleopatra	corvette	2380	14	2610	Captain L. C. Keppel	Port Hamilton
Cookchafer	gunboat	465	4	470	LientCom. H. H. Boteler	Corea
Constance	corvette	2380	14	2590	Capt. Seymour Dacres	Port Hamilton
Daring	aloop	940	4	. 920	Commander Davis	Singapore
Esk	gunboat	360	3	340		In reserve
Espoir	gunboat	465	4 .	470	LieutCom. H. R. Adams	Hongkong
Firebrand	gunboat	455	- 4	460	LieutCom. D. L. Dickson	Port Hamilton
Heroine	corvette	1420	8.	1470	Captain Chas. J. Balfour	Hongkong
Lennder	cruiser	3750	10	5000	Captain M. J. Dunlop	Vladivostock
Linnot	gun-vessel	756	5	1050	Commander W. Marrack	On a cruise
Merlin	gunboat	430	4	430	Lieut. Com. W. M. Maturin	Corea
Midge	gun-vessel.	603	4	470	Commander H. J. Robilliard	Foochow
Rambler	Bloop	830	3	690	Commander W. U. Moore	Surveying
Sapphire	corvette	1970	1 <u>2</u>	2360	Captain R. G. Kinahan	Nagasaki
Satellite	cruiser	1420	8	1400	Captain Arthur H. Alington	Singapore
Solent	torpedo mining launch	150	1 –			Hongkong
Swift	gun-vessel	756	Б	1010	Commander A. C. B. Bromley	Port Hamilton
Tweed	gunboat	360	3	340		In reserve
Victor Emanuel	receiving ship	5157	14		Commedere Morant	Hongkong
Vigilant	paddle despatch-vessel	1000	2	1230		For sale
Wanderer	gunboat	925	4	750	Captain Orford Churchill	Port Hamilton
Wivern	turret-ship	2750	4	1450	Compount Caronic Contract	Hongkong
Zephyr	gunboat	438	Ā	530	LieutCom. Chas. K. Hope	Singapore

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief. For B. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Quns.

H.P.

Tons.

Flag and Rig.

Name -

		_				
Albatross	Austrian gunboat	560	2	580		
Aspic	French gunboat	470	4	450	Commander Rupe	Chefoo
Bismarck	German cruiser	2810	16	2500	Captain Kuhm	Shanghai
Carola	s German corvette = 😤	2130	10	2100	Captain Aschmann	Shanghai
Chasseur	French cruiser	920	4	745	Captain Le Gorrec	Amoy
Comète	French gunboat	475	4	450	LieutCommander Noirot	Haiphong
Decres	French cruiser	1680	10	1480	Captain de Montesquon	Yokohams
General Lezo	Spanish gunboat	520	3	600	Captain F. Bastarreche	Hongkong
Jaguar	French gunboat	445	2	270	LieutCommander Fouet	Haiphong
Laclocheterie	French cruiser	1910	10	1920	Commander St. Maurico	Hongkong
Lutin	French gunboat	485	4	425	Captain Duval	Haiphong
Manila	Spanish transport	1000	- '	1000	Luis Bayo y Hernandes Pinron	Hongkong
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Corea
Marques del Duero	Spanish gunboat	459	3	550	Captain Jose Cano Manuel	Hongkong
Monocacy	U.S. cloop	1370	6	1470	Commander H. Glass	Macao
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nautilus	German gun-vessel	755	4	600	Commander Rötger	Shanghai
Nautilus	Austrian gun-vessel	560	2	420	Captain Charles Spetzler	Shanghai
Olga	German cruiser	2100			Captain Bendemann	Chefoo.
Omaha	U. S., corvette	2400	12	1150	Capt. Thos. O. Selfridge	Port Hamilton
Ossipee	U. S. corvette.	1000	7	1300	Commander J. J. McGlinsey	Yokohama
Palos	U. S. gunbeat	420	6	500	Lieut. Com. Themas Nelson	Canton
Pluvier	French gunboat	540		420	LientCommander Poidlone	Haiphong
Primauguet	French cruiser	2200	15	2270	Captain M. Buge	Hakodate
Rio Lima	Portuguese gunboat	610	5	500	LieutCom. Raphael d'Andrade	Macao
Sagittaire	French gun vessel	_			Captain Krautz	Canton
Sivotch	Russian cruiser	900	1	1000	Commander Sucurieff	Hankow
Sobal	Russian gunbont	455	7	60	Commander Boyle	Japau
Tamoga	Portuguese gunboat	610	5	500	Captain:Avila	Macao
Turenne	French frigate	5880	12	4200	Captain Dupuis	Yokohama
Vipere	French gunboat	480	4	425	Lieut, Commander Lapeyrere	Kobe
Vladimiz Monomach	Russian ironelad	5756	16	7000	Captain Gildebrandt	Vladivostock
Vostock	Russian gunboat				Commander Molchonaky	Viadiviators
Wolf	German gunboet	884	6	340	Captain Joeselike	Shanghai

SHIPPING IN OHINA, JAPAN AND PHILIPPINES WATERS.

WHAMPOA Plag & Rig. Destination Canton str. Shanghai Brit. Gilələnd Brit. str.

in port on September 22, 1886. MERCHANT STEAMERS. Dutch: O. H. Kian British Gorman Fidelio Hongkong Thales British

MERCHANT SAILING VESSELS. Ger bo. Carl Bohn Ger. 3m. sc. Christian Claro Babuyan Brit. bqe. Ger. bge. Daniel Norw. bge. Francisca Ger. Ger. Guaymas Hei-Cheony Brit Johanna Kro or Gor. John Potts Brit. bae. Kong Lee Sinm. sch.

L'Avvenire Hr. 3m. sc. Louise Ger. sch. Ger. bge. Oscar Moover Brit. bgc. FOOCHOW. In port on September 18, 1886. MERCHANT STRAMERS. British

MERCHANT SAILING VESSRIP. Br. 3m. sch. SHANGHAI. In port on September 25, 1886. MERCHANT STEAMERS.

Anadyr French Ancona British British Breconshire Chinoso Chi Yuen British Fuh-wo-Chinese Fungshun Chinese Galley of Lo e British New York, &c. British Chinose British Hector London British Iugeborg ${f British}$ British Killarney Kiang-foo Chinese Kiang-teen Chinese

Chinese Kiang-Kwar Hankow, &c. Lee Sang British Hongkong **British** Marcia Meefoo Chinese. German British Nestor British Ningpo Ningchow British British Store Nordiske Danish

British Swatow British Taiwo W. C. de Vries British Hankow, &c. British Wenchow British Wha-on Yangtse French Marseilles Yehain Chinese MERCHANT BAILING VESSELS Adam W. Spies Amer. bge. Albania Nor. bge. Norw, sh. Brit. Birtie Biglow Charley Brit.

Chingtoh bqc. Laid up Ohi Colombo Columbus Ger. Brit. Outty Sark Daniel I. Tenney Amer. sh. Siam. bg. E. T. Crowell Amer. bge, Helena Brit. Hikaku Maru Japan. bg. Hilda John C. Potter Amer. sh. Brit. Siam. sch.

Meridian Naupactus Norw. bge. Rembrandt Amer, sh. Rufus E. Wood Amer. sh. Sea Swallow Brit. Brit. bge. Sulitelms Brit. Sunrise Amer. .. sh.

Von Moltke

Walter Siegfried Brit, bge. NAGASAKI, In port on September 11, 1886. Kozaki Maru Japan, bqe.

Brit. bge.

YOKOHAMA. In port on September 18, 1886. Archimede Brit. Beatrice Brit. Favonius : Brit. F. Grampp Republic Ger. bqe. Amer. St. Nicholas Amer. Theo. Ruger Ger. Dut. Utrecht Brit Ventura:

Brit. Wilwood вh, In port on September 13, 1886. Brit. bge. Mabel Taylor Brit. Queen Emma Brit. bge. Snow & Burgess Amer. sh. TametomoMaru Japan. bge.

HIOGO. In port on September 21, 1886. Mabel Taylor Queen Emma Brit. bge. Snow & Burgress Am.

CEBU. Furness Abbey Amer. bge.

Where at.

MANILA. In port on September 15, 1886. Ger. bge. Amer. oge. Amer. ah. Farragut. Invincible Amer. John Macleod

Brit.

Lord Lytton Brit. M. L. Cushing Amer. Amor. Stephan Brit. bqe. Tarapaca. HOHO.

J. M. Clerk

Catharina Dan. boe. Michele A Ital. boe. Amer. sh. Brit. sh. Santa Filomena Span, sch. T. Tarabochia Amer. bqe. V. de Rivadavia Span, sch.

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